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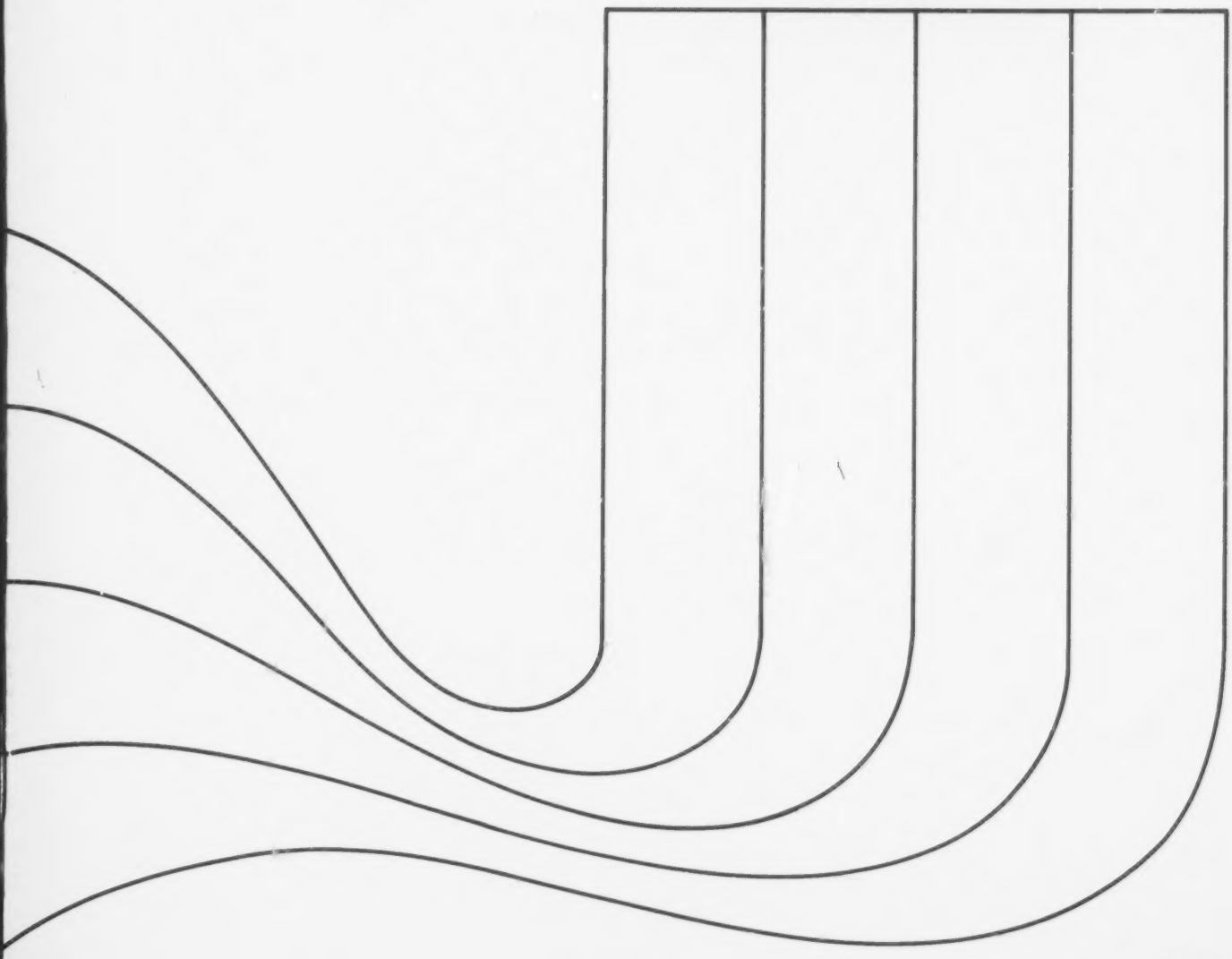

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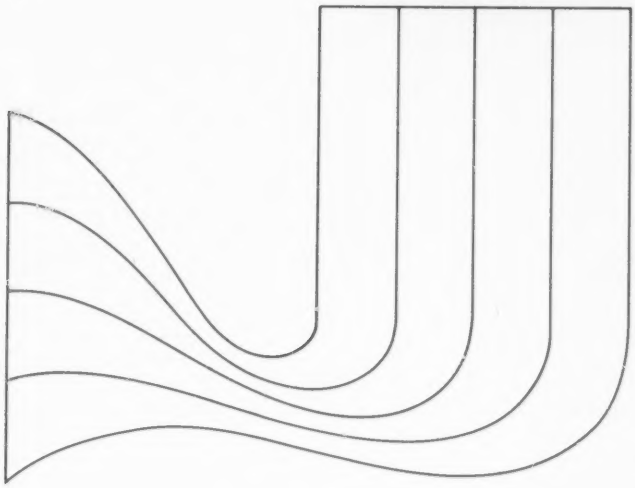

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The cooperation of the many contributors to this annual is gratefully acknowledged. The source note below each table credits the various government and private organizations which have provided information for the Statistical Annual.

Additional copies may be obtained from the MIC Executive or Government Relations office.

MOTORCYCLE INDUSTRY COUNCIL, INC.

Today it is estimated that 7 million motorcycles and ATV's are in use in this country. In 1984 alone the motorcycle industry generated an estimated 7.1 billion dollars in consumer sales and services and state taxes and licensing in the U.S.

The motorcycle market experienced phenomenal growth during the 1960's and early 1970's. From 1960 to 1975 motorcycle registrations increased tenfold, while automobile registrations only doubled. By the early 1980's the motorcycle market had evolved into a stable and mature phase of growth. Some segments of the market, however, are showing strong growth as new products are introduced and marketing efforts are intensified.

Motorcycles used on-highway are twice as fuel efficient as most new cars and about three and one half times as efficient as average cars in the motor vehicle population. The fuel efficiency of motorcycles has also attracted many buyers with no, or very little, previous riding experience which re-emphasizes the current need for motorcycle rider education and training programs. Since the early 1970's the motorcycle industry has been active in developing and implementing motorcycle rider education and licensing programs, and conducting safety research and public information programs through the Motorcycle Safety Foundation.

Motorcycles in the 1980's are cleaner in terms of air pollutants than motorcycles in the past. National exhaust emission controls for new motorcycles began in 1978. Although motorcycles contributed less than 1 percent of the total hydrocarbon emissions nationwide before controls, the motorcycle industry supported the adoption of uniform national standards to regulate exhaust emissions.

The motorcycle industry's continuing commitment to reduce sound levels in our environment has been demonstrated by the production of quiet motorcycles and aftermarket exhaust systems. Many new models are as quiet as new automobiles. With the support of the industry, the U.S. Environmental Protection Agency set uniform national noise standards for new motorcycles and mopeds produced after 1981. MIC actively assists noise enforcement authorities in cost-efficient programs of motorcycle noise control.

The MIC also invests in a public service program for television, radio, magazines, and newspapers to encourage motorcycle rider responsibility in noise reduction and environmental protection. The theme is "Ride Aware — Show You Care."

The use of motorcycles and ATV's for off-highway recreation has grown significantly in the past ten years. The motorcycle industry and responsible riders understand that unrestricted vehicle use can damage certain fragile environments and that well managed facilities provide the best opportunity for off-highway recreation. The industry has been working with state and Federal government agencies to encourage intelligent land planning and management based on equitable multiple use which can benefit all outdoorsmen, including those who ride the 3.8 million motorcycles and ATV's used for off-highway recreation.

Each year the MIC receives countless inquiries for statistical data and trends within the motorcycle industry. The information in this publication has been gathered to provide a comprehensive, orderly and accurate source of motorcycle statistics in response to those numerous requests.

It is our intention to update the Motorcycle Statistical Annual each year. We welcome your comments for future editions.

MOTORCYCLE INDUSTRY COUNCIL, INC.

The Motorcycle Industry Council is a nonprofit national trade association representing manufacturers and distributors of motorcycles, all-terrain vehicles, scooters, mopeds, parts and accessories, and members of allied trades.

As a national, unified voice of the motorcycle industry, the MIC:

- *Develops and provides industry statistics and related information to legislators, regulatory agencies, other associations, companies, and interested individuals;*
- *Analyzes Federal and state legislative and regulatory actions, taking positive steps to promote effective law and reasonable regulations and to oppose those measures detrimental to our industry and sport;*
- *Promotes industry, dealer and consumer awareness directed at the reduction of motorcycle sound, the preservation of the environment, conservation of energy resources, and the safe and courteous operation of all vehicles;*
- *Conducts educational seminars in subject matters of interest to governmental agencies, member companies, motorcycle dealers and other concerned parties.*

Other publications and materials available through the MIC include:

- **Information Kits on Motorcycle Sound, Research & Statistics, and Land Use**
- **Recreational Trailbike Planner, Quarterly Newsletter**
- **Off-Highway and All-Terrain Vehicle Stationary Sound Test Manual**
- **"The Recreational Trailbiker," 35 mm Slide Presentation**
- **"Managing Off-Road Motorcycle Use in a Desert Environment," 35 mm Slide Presentation**
- **"Managing Trailbike Recreation in a Forest Environment," 35 mm Slide Presentation**
- **"Motorcyclists As Volunteers," 35 mm Slide or Video Tape Presentation**
- **"Motorcycle Noise—Off-Highway Enforcement," 35 mm Slide Presentation**
- **"The Trailbike Experience," 16 mm Motion Picture**
- **Federal Equipment Standards for Motorcycles**
- **Federal Motor Vehicle Safety Standards Charts for Motorcycles & Mopeds**
- **State On-Highway Motorcycle Equipment Requirements Chart**
- **State Off-Highway Motorcycle Requirements Chart**
- **State Moped Requirements Chart**

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JUNE 1, 1985

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THE MOTORCYCLE MARKET

U.S. MOTORCYCLE POPULATION By MODEL TYPE, ENGINE DISPLACEMENT, AND YEAR

In 1984 there were an estimated 7.05 million motorcycles and all-terrain vehicles (ATV's) in use in the United States, compared to an estimated 6.99 million in 1983. This increase is attributed to large gains in estimated ATV retail sales during 1983 and 1984.

Of the total population in 1984, 51.1% were *on-highway* motorcycles, 34.0% were *off-highway* motorcycles and ATV's, and 14.9% were *dual purpose* motorcycles. The off-highway and ATV segment increased as a portion of the market in 1984 compared to 1983 while the on-highway and dual purpose segments decreased.

Of all motorcycles and ATV's in use, it is estimated that about half (51.1%) have an engine displacement less than 350 cubic centimeters. Almost two thirds (65.8%) of the estimated population were purchased new during the last five years.

ESTIMATED U.S. MOTORCYCLE POPULATION MODEL TYPE, ENGINE DISPLACEMENT, AND YEAR

	1984		Revised 1983	
	Number of Motorcycles	% of Total	Number of Motorcycles	% of Total
Model Type*				
On-Highway	3,600,000	51.1%	3,700,000	52.9%
Off-Highway	2,400,000	34.0%	2,013,000	28.8%
Dual Purpose	1,050,000	14.9%	1,277,000	18.3%
	7,050,000	100.0%	6,990,000	100.0%
Engine Displacement				
Under 125 cc	1,322,400	18.8%	1,438,000	20.6%
125-349 cc	2,276,300	32.3%	2,021,500	28.9%
350-449 cc	644,400	9.1%	776,900	11.1%
450-749 cc	1,255,600	17.8%	1,161,000	16.6%
Over 749 cc	1,551,300	22.0%	1,592,600	22.8%
	7,050,000	100.0%	6,990,000	100.0%
Year Sold New				
1984	1,226,500	17.4%	1,081,800	15.5%
1983	1,068,600	15.1%	866,800	12.4%
1982	822,000	11.7%	916,800	13.1%
1981	812,500	11.5%	818,200	11.7%
1980	710,700	10.1%	724,000	10.3%
1979	590,500	8.4%	534,600	7.6%
1978	409,900	5.8%	480,200	6.9%
1977	348,400	4.9%	368,600	5.3%
1976	285,100	4.0%	242,800	3.5%
1975	173,200	2.5%	253,300	3.6%
1974	184,100	2.6%	236,800	3.4%
1973	181,000	2.6%	165,300	2.4%
Prior to 1973	237,500	3.4%	300,800	4.3%
	7,050,000	100.0%	6,990,000	100.0%

NOTE: Includes ATV's and scooters, but excludes mopeds and nopeds.

* **Model Type Definition: On-Highway** motorcycles are those certified by the manufacturer as being in compliance with the Federal Motor Vehicle Safety Standards, and designed primarily for use on public roads. Includes scooters. Excludes mopeds and nopeds (limited speed motor-driven cycles under 50 cc which are not generally defined by state as mopeds). **Off-Highway** motorcycles are those which are not certified by the manufacturer as being in compliance with the Federal Motor Vehicle Safety Standards. Includes three- and four-wheeled all-terrain vehicles (ATV's) and off-highway competition motorcycles. **Dual Purpose** motorcycles are certified by the manufacturer as being in compliance with the Federal Motor Vehicle Safety Standards, and designed with the capability for use on public roads as well as off-highway recreational use.

Source: 1984 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.

U.S. MOTORCYCLE POPULATION, MODEL TYPE By ENGINE DISPLACEMENT

On-highway motorcycles tend to have relatively large engines. In 1984, almost three fourths (74%) of the on-highway motorcycles in use had an engine displacement over 449 cc's.

The off-highway segment, including competition motorcycles and all-terrain vehicles (ATV's), is dominated by relatively small engines. In 1984 nearly all (96%) of the off-highway motorcycles and ATV's in use had an engine displacement less than 350 cc's.

Dual purpose motorcycles also tend to have relatively small engines. Nearly nine in every ten (87%) of the dual purpose motorcycles in use in 1984 had an engine displacement less than 350 cc's.

ESTIMATED U.S. MOTORCYCLE POPULATION MODEL TYPE BY ENGINE DISPLACEMENT

	1984		Revised 1983	
	Number of Motorcycles	% of Total	Number of Motorcycles	% of Total
Model Type				
On-Highway*	3,600,000	100.0%	3,700,000	100.0%
Under 125 cc	131,100	3.6%	147,500	4.0%
125-349 cc	255,200	7.1%	281,400	7.6%
350-449 cc	540,100	15.0%	642,200	17.4%
450-749 cc	1,122,300	31.2%	1,036,300	28.0%
Over 749 cc	1,551,300	43.1%	1,592,600	43.0%
Off-Highway*	2,400,000	100.0%	2,013,000	100.0%
Under 125 cc	825,400	34.4%	830,000	41.2%
125-349 cc	1,477,300	61.6%	1,081,600	53.8%
350-449 cc	30,100	1.2%	38,500	1.9%
450-749 cc	67,200	2.8%	62,900	3.1%
Over 749 cc	0	0.0%	0	0.0%
Dual Purpose	1,050,000	100.0%	1,277,000	100.0%
Under 125 cc	365,900	34.8%	460,500	36.1%
125-349 cc	543,800	51.8%	658,500	51.6%
350-449 cc	74,200	7.1%	96,200	7.5%
450-749 cc	66,100	6.3%	61,800	4.8%
Over 749 cc	0	0.0%	0	0.0%

*On-highway includes scooters and excludes mopeds and nopeds.
Off-highway includes three- and four-wheeled all-terrain vehicles.

NOTE: See page 6 for model type definitions.

Source: 1984 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.

U.S. MOTORCYCLE POPULATION AND PENETRATION By REGION AND STATE

On a regional basis the greatest number of motorcycles and ATV's in use in 1984 were in the South and the Midwest. Although the West ranked third in motorcycle and ATV population, California was, by far, the nation's leading state, where nearly one in every eight (12%) of the nation's motorcycles and ATV's were owned.

In 1984 there were an estimated 2.9 motorcycles and ATV's owned by every 100 persons living in the United States. Regionally, penetration was highest in the West where 3.7 motorcycles and ATV's were owned for every 100 residents, and lowest in the East where 2.1 motorcycles and ATV's were owned for every 100 residents.

Nearly one third (31%) of the nation's motorcycle and ATV population was owned in the five leading states, California, Texas, New York, Ohio and Michigan.

1984 ESTIMATED U.S. MOTORCYCLE POPULATION AND PENETRATION BY REGION

WEST
1,740,300 motorcycles & ATV's
3.7 motorcycles per 100 persons
(Alaska and Hawaii included in West)

EAST
1,192,000 motorcycles & ATV's
2.1 motorcycles per 100 persons

MIDWEST
1,964,400 motorcycles & ATV's
3.3 motorcycles per 100 persons

SOUTH
2,153,300 motorcycles & ATV's
2.9 motorcycles per 100 persons

1984 ESTIMATED U.S. MOTORCYCLE POPULATION AND PENETRATION BY STATE

State	Motorcycle Population	Motorcycle Population by Model Type			Motorcycle Penetration Per 100 Population
		On-Hwy.	Off-Hwy.	Dual Purpose	
Alabama	136,200	56,100	56,800	23,300	3.3
Alaska	40,000	6,600	27,100	6,300	8.6
Arizona	115,300	46,400	53,100	15,800	3.6
Arkansas	119,900	37,700	65,600	16,600	4.9
California	841,200	428,000	294,000	119,200	3.3
Colorado	114,900	56,100	34,900	23,900	3.5
Connecticut	72,600	49,200	15,500	7,900	2.3
Delaware	13,000	7,200	4,200	1,600	2.1
D.C.	1,300	1,200	0	100	0.2
Florida	273,600	151,200	82,800	39,600	2.4
Georgia	162,500	74,900	60,300	27,300	2.7
Hawaii	Not Available				
Idaho	63,900	19,900	24,000	20,000	6.0
Illinois	262,600	164,100	61,000	37,500	2.3
Indiana	188,100	114,700	49,300	24,100	3.3
Iowa	169,700	116,600	31,100	22,000	5.7
Kansas	90,700	51,400	24,200	15,100	3.7
Kentucky	84,000	37,700	31,600	14,700	2.2
Louisiana	173,900	60,100	95,800	18,000	3.9
Maine	53,900	30,300	18,000	5,600	4.5
Maryland	82,000	51,600	19,300	11,100	1.9
Mass.	100,400	67,000	23,800	9,600	1.7
Michigan	282,300	149,100	91,300	41,900	3.0
Minnesota	187,300	96,700	66,600	24,000	4.4
Mississippi	90,000	27,500	51,100	11,400	3.4
Missouri	136,600	63,600	53,200	19,800	2.7
Montana	50,000	15,900	19,500	14,600	6.0
Nebraska	71,500	34,700	23,600	13,200	4.4
Nevada	33,500	13,900	14,100	5,500	3.5
N. H.	48,100	29,500	13,700	4,900	4.7
New Jersey	126,100	78,500	33,200	14,400	1.7
New Mexico	53,900	24,600	17,800	11,500	3.7
New York	311,000	194,300	88,800	27,900	1.8
N. C.	137,300	67,900	48,000	21,400	2.2
N. D.	41,400	18,000	14,800	8,600	6.1
Ohio	299,900	189,100	78,600	32,200	2.7
Oklahoma	141,800	61,700	52,500	27,600	4.3
Oregon	115,000	46,100	48,200	20,700	4.0
Penns.	275,000	145,000	85,700	44,300	2.3
R. I.	23,200	17,100	3,600	2,500	2.4
S. C.	69,900	39,100	21,600	9,200	2.1
S. D.	40,000	19,600	13,100	7,300	5.6
Tennessee	162,200	66,200	68,400	27,600	3.3
Texas	472,800	228,700	171,900	72,200	3.0
Utah	102,600	31,500	45,700	25,400	6.1
Vermont	21,000	10,800	7,500	2,700	3.9
Virginia	129,200	72,400	37,900	18,900	2.3
Washington	181,500	83,400	64,700	33,400	4.0
W. Virginia	64,400	22,600	27,200	14,600	3.1
Wisconsin	194,300	115,900	52,500	25,900	4.0
Wyoming	28,500	8,600	12,800	7,100	5.2
U.S. Total	7,050,000	3,600,000	2,400,000	1,050,000	2.9

NOTE: Begining with the 1982 motorcycle population estimates, the South and East regional definitions by state have been revised (Delaware, D.C., Maryland, and West Virginia have been moved from the South to the East) to conform with the regional definitions used in other MIC reports.

* See page 6 for model type definitions. Includes all-terrain vehicles (ATV's) and scooters, but excludes mopeds and nopeds.

Source: 1984 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.

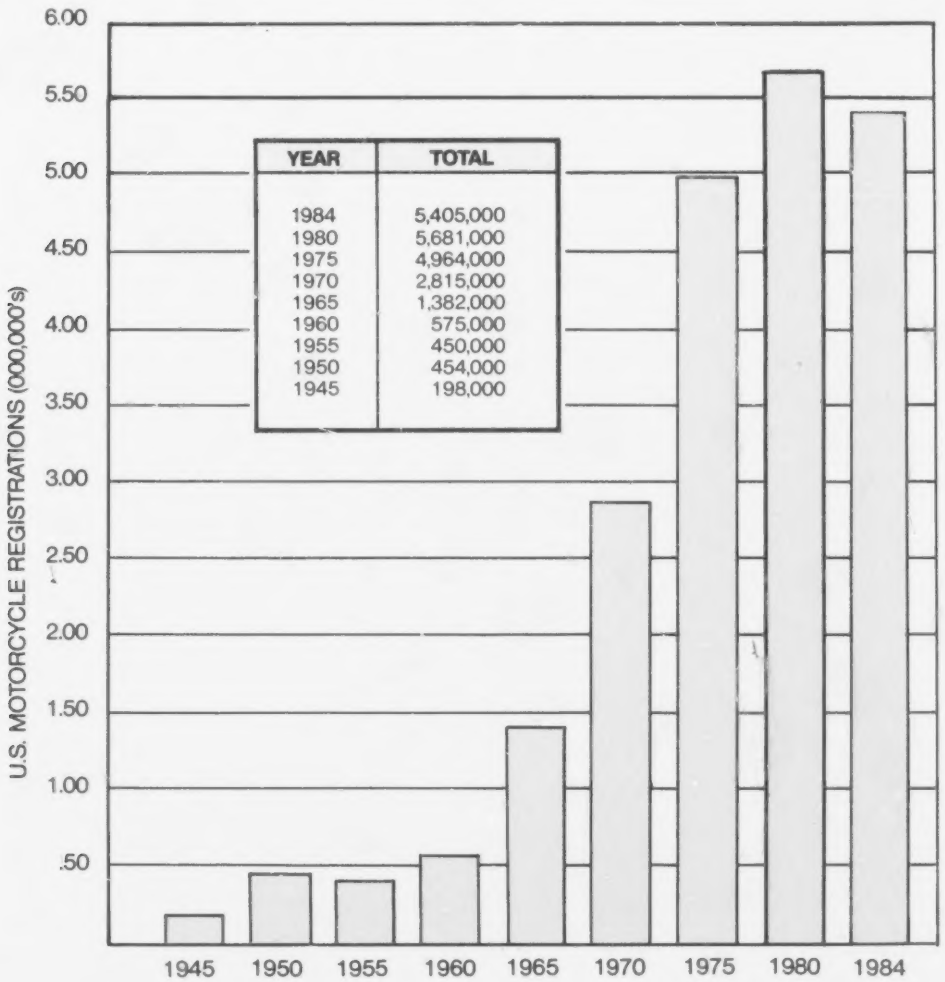
1984 Survey of Buying Power Forecaster's Handbook, Sales & Marketing Management, New York, New York, 1984.

TOTAL MOTORCYCLE REGISTRATIONS By YEAR

Of the 7.05 million motorcycles and ATV's in use in the United States, an estimated 5.4 million, or 77%, were registered for use on public roads in 1984. In order to be registered for use on public roads, motorcycles must be in compliance with the Federal Motor Vehicle Safety Standards and the state motorcycle equipment requirements. The equipment requirements for street registered motorcycles are summarized on page 39.

The motorcycle industry experienced phenomenal growth during the 1960's and 1970's. Since 1960 motorcycle registrations increased almost tenfold, while automobile registrations have only doubled.

U.S. TOTAL MOTORCYCLE REGISTRATIONS 1945-1984



YEAR	TOTAL
1984	5,405,000
1980	5,681,000
1975	4,964,000
1970	2,815,000
1965	1,382,000
1960	575,000
1955	450,000
1950	454,000
1945	198,000

Source: U.S. Department of Transportation, Federal Highway Administration for 1945-1975 motorcycle registrations.
Motorcycle Safety Foundation, Costa Mesa, California for 1980 and subsequent year motorcycle registrations.

TOTAL MOTORCYCLE REGISTRATIONS By STATE

In 1984 motorcycle registrations accounted for 3.5% of all motor vehicles registered for use on public roads in the United States.

Regionally, the greatest portion of the nation's motorcycle registrations (33%) occurred in the Midwest. The West (26%) was second in motorcycle registrations, followed by the South (24%). The East (17%) reported the smallest portion of U.S. motorcycle registrations.

The five leading states, California, Illinois, Texas, Ohio, and Florida, accounted for one third of the estimated 5.4 million motorcycles registered in 1984.

U.S. TOTAL MOTORCYCLE REGISTRATIONS BY STATE 1975-1984

State	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
Alabama	74,513	63,072	71,710	66,178	74,426	73,978	75,220	70,960	71,333	71,502
Alaska	12,639	13,292	13,290	12,249	9,607	10,651*	8,888	10,897*	15,087	15,094
Arizona	67,843	60,278	65,143	69,171	76,637	81,846	86,216	84,776	76,716	84,093*
Arkansas	36,954	33,096	31,351	31,399	33,462	34,106	30,388	25,938	23,768	28,119
California	668,460	667,363	678,538	662,884	729,181	737,774	731,310	645,000	695,813	695,251
Colorado	95,315	95,787	105,819	118,753	117,593	115,500*	121,510*	119,079	120,000*	120,000*
Conn.	65,345	69,966	70,049	73,109	73,963	77,456	80,470	79,932	80,317	79,854
Delaware	7,647	7,153	8,137	8,565	11,508	8,261	8,348	8,216	8,538	8,573*
Dist. of Col.	3,781	3,922	3,971	3,525	3,573	5,339	5,768	5,896	5,514*	5,599*
Florida	164,982	180,998	93,337	152,935	220,465	197,541	225,441	221,571	224,965	221,339
Georgia	98,095	93,546	98,188	102,620	105,058	118,453	112,517	110,795*	110,795*	114,234
Hawaii	5,962	6,214	6,299	6,321	6,635	9,696	10,700	11,317	8,563	10,199
Idaho	44,428	43,134	44,650	46,715	51,417	56,287	55,975	53,302	52,124	50,595
Illinois	218,073	227,391	238,645	247,795	281,406	289,436	305,727	285,188	295,655	309,807*
Indiana	142,427	140,741	153,154	154,330	167,067	179,741	172,574	160,071	138,916	135,729
Iowa	149,357	151,829	160,124	174,764	204,133	219,221	233,172	234,985	238,687	183,687
Kansas	90,329	86,789	85,190	84,832	95,105	92,218	140,677	106,566	83,587	83,744
Kentucky	61,027	59,351	61,405	60,989	62,132	62,057*	65,000	60,958	58,357	50,355
Louisiana	53,541	57,832	68,966	72,420	76,393	75,000*	75,000*	109,312	92,740	104,000
Maine	27,095	27,584	32,797	35,356	42,947	38,133	39,857	38,872	38,872	40,361
Maryland	64,707	66,298	69,191	68,325	77,029	74,250	80,289	78,829	74,406	71,761
Mass.	81,249	72,614	86,240	83,854	100,506	98,935*	100,369	108,410*	93,405	103,000
Michigan	291,722	267,306	261,090	242,400	251,290	254,129	243,858	230,794	219,929	200,609
Minn.	137,995	151,270	149,008	137,220	177,548	157,815	166,151	159,345	155,502	153,851
Miss.	30,911	28,413	27,986	28,989	24,504	22,059	29,273	29,068	28,198	26,116
Missouri	101,968	96,201	95,099	87,053	100,922	118,284	142,488	117,787	109,154	111,106
Montana	39,225	38,580	46,784	54,051	61,000	35,100*	35,470	45,702	32,761*	37,371*
Nebraska	50,130	52,383	50,446	49,960	54,967	52,149	50,371	47,887	47,172	46,532
Nevada	17,750	18,260	19,961	20,667	23,084	19,958	21,008	21,940	26,062	20,780
N.H.	27,121	25,957	27,852	41,370	32,883	44,815	43,462	49,196*	49,756*	35,543
New Jersey	83,531	86,753	91,087	89,741	102,318	102,425*	106,753*	114,112*	115,964*	115,303
New Mexico	35,263	37,699	38,885	42,691	46,947	50,576	52,810	58,587	58,217	56,148
New York	112,885	120,695	132,376	144,438	179,042	208,727	160,619	157,792	163,740	174,911
N.C.	111,551	105,633	104,216	97,256	103,751	114,615	110,156*	110,000	69,616	67,615
N.D.	24,782	24,627	26,063	27,075	28,165	29,613	31,115	31,312	32,134	31,480
Ohio	232,390	254,482	253,686	239,490	267,100	285,600*	185,678*	277,143	290,799	280,297
Oklahoma	107,671	109,621	110,035	114,108	124,925	125,380	129,704	137,369*	127,800	105,963
Oregon	73,268	83,821	84,822	74,276	81,267	90,301	92,316	90,261	89,956	78,166
Penn.	339,437	361,918	183,539	183,045	217,757	269,565	190,480*	227,752	208,925	207,170
R.I.	20,152	19,919	24,892	24,333	23,428	22,442*	23,789*	22,895	27,853	27,907
S.C.	40,926	45,801	41,293	35,411	37,450	38,875	42,257	35,028	36,130	37,119
S.D.	24,041	25,127	26,636	27,667	31,178	35,045	38,265	38,418	39,255	38,956
Tenn.	95,723	85,763	86,653	82,888	85,251	84,121	83,179	83,269	79,821	100,879
Texas	273,863	270,089	285,735	218,966	291,510	310,000*	300,330	312,924*	334,681	306,578
Utah	51,068	50,357	53,168	52,507	61,844	63,153	66,653*	66,934*	64,758	67,603*
Vermont	13,859	14,681	16,862	18,205	20,826	23,293	29,449*	21,812	21,347	25,724*
Virginia	91,151	72,302	75,688	72,175	79,492	80,518	87,951	80,515	79,039	81,825
Washington	110,211	111,825	115,441	106,978	131,341	135,899	139,931	131,667	127,950	136,679*
West Va.	60,404	54,062	56,429	47,130	37,605	39,518	37,680	37,680	31,789	33,432
Wisconsin	115,571	125,161	133,173	143,661	185,206	191,725	190,951	188,863	185,685	190,612
Wyoming	15,732	17,288	16,051	17,867	19,606	19,900*	20,763*	21,937	22,401	22,282
TOTAL	4,964,070	4,984,244	4,881,150	4,858,707	5,502,450	5,681,479	5,618,336	5,578,859	5,484,552	5,405,453

Note: See footnote on page 38 for types of vehicles included in 1980-1984 state total motorcycle registrations. *Estimates

Source: U.S. Department of Transportation, Federal Highway Administration for total registrations prior to 1980.
Motorcycle Safety Foundation, Costa Mesa, California for 1980 and subsequent years.

ECONOMIC VALUE OF THE MOTORCYCLE RETAIL MARKETPLACE By STATE

In 1984 the motorcycle industry generated an estimated $7.08 billion in consumer sales and services and state taxes and licensing, of which $2.86 billion, or 40.6% is attributed to retail sales of new motorcycles and ATV's.

In addition to this $7.08 billion generated by the retail marketplace, major contributions to the economic value of the industry in personnel salaries, product advertising, corporate and personal income taxes, etc., are made by the manufacturers and distributors of new motorcycles and ATV's, parts and accessories, and the trades allied to the industry.

1984 ESTIMATED ANNUAL ECONOMIC VALUE OF THE MOTORCYCLE RETAIL MARKETPLACE BY STATE

State	1984 Estimated Annual* Economic Value of the Retail Marketplace	1984 Estimated Retail Sales of New Motorcycles		State	1984 Estimated Annual* Economic Value of the Retail Marketplace	1984 Estimated Retail Sales of New Motorcycles	
	$000's	Units	$000's		$000's	Units	$000's
Alabama	$ 132,220	30,220	$ 54,210	Montana	$ 39,320	7,390	$ 16,120
Alaska	35,370	7,210	14,500	Nebraska	52,630	8,620	21,580
Arizona	123,540	23,540	50,650	Nevada	33,370	6,310	13,680
Arkansas	120,590	27,790	49,440	New Hampshire	65,850	11,250	27,000
California	879,960	146,830	339,930	New Jersey	146,070	23,080	59,890
Colorado	110,410	17,270	45,270	New Mexico	49,800	8,980	20,420
Connecticut	85,120	12,780	34,900	New York	318,790	57,550	137,080
Delaware	10,800	1,950	4,430	North Carolina	159,390	28,500	65,350
Dist. of Col.	4,630	270	1,900	North Dakota	37,950	6,370	15,560
Florida	261,760	48,990	107,320	Ohio	406,740	61,980	158,630
Georgia	145,560	32,040	59,680	Oklahoma	93,270	19,260	38,240
Hawaii	Not Avail.	Not Avail.	Not Avail.	Oregon	112,410	21,890	46,090
Idaho	59,370	11,630	24,340	Pennsylvania	314,780	53,260	125,910
Illinois	264,050	38,750	108,260	Rhode Island	25,680	3,930	10,530
Indiana	187,000	29,680	76,670	South Carolina	69,610	13,400	28,540
Iowa	111,020	18,210	45,520	South Dakota	40,120	6,550	16,450
Kansas	73,850	12,520	30,280	Tennessee	141,730	29,400	58,110
Kentucky	65,000	14,540	26,650	Texas	449,240	85,740	179,730
Louisiana	125,590	27,300	51,490	Utah	98,070	20,070	40,210
Maine	66,830	11,740	27,400	Vermont	24,390	4,270	10,000
Maryland	89,000	14,680	36,490	Virginia	153,900	27,550	63,100
Massachusetts	134,020	20,240	54,950	Washington	152,790	29,560	65,700
Michigan	326,790	57,070	132,350	West Virginia	58,610	12,730	24,030
Minnesota	205,460	31,660	84,240	Wisconsin	196,680	30,720	80,640
Mississippi	69,120	15,790	28,340	Wyoming	25,950	4,780	10,640
Missouri	128,200	24,160	52,560	U.S. Total	$7,082,400	1,260,000	$2,875,000

Note: New motorcycle retail sales include all-terrain vehicles, scooters, and nopeds (limited speed motor-driven cycles under 50 cc which are not generally defined by state as mopeds). Excludes mopeds.

* The 1984 estimated annual economic value of the retail marketplace includes retail sales of motorcycles, scooters, and ATV's (new and used) and parts and accessories, dealer servicing, product advertising, vehicle financing charges, insurance premiums, dealer personnel salaries, state sales and dealer personal income taxes, and vehicle registration fees. Revenues from industry publications, corporate income taxes, personal income tax from non-dealer salaries, motorcycle and aftermarket manufacturer and distributor personnel salaries and advertising, and special events attendance are not included.

Source: "1984 Estimated Retail Sales of New Motorcycles" for each state was derived by the Motorcycle Industry Council from the MIC Manufacturers Shipment Reporting System. "1984 Estimated Annual Economic Value of the Motorcycle Retail Marketplace" was derived by the Motorcycle Industry Council for each state by using as a determinant the percent of the annual motorcycle industry economic value represented by the estimated retail sales dollars for new motorcycles in a sample of states.

NEW MOTORCYCLE SALES SUMMARY: RETAIL SALES, WHOLESALE SALES, IMPORTS, AND U.S. PRODUCTION

In 1984, estimated retail sales of new motorcycles and all-terrain vehicles were 1,260,000 units. Just over half (55%) of these retail sales were off-highway motorcycles and ATV's and the remaining (45%) were on-highway and dual purpose motorcycles.

In 1984, estimated wholesale sales of new motorcycles and all-terrain vehicles were 1,400,000 units and estimated imports were 1,155,000 units. An estimated 155,000 motorcycles and ATV's were manufactured domestically in 1984.

NEW MOTORCYCLE UNIT SALES SUMMARY, 1969-1984
RETAIL SALES, WHOLESALE SALES, IMPORTS, AND U.S. PRODUCTION

Year	Est. New Retail Units By Model Type[1] Total	On-Highway	Off-Highway	Dual Purpose	Est. Whole-[2] sale Units	U.S. Imports[3]	Est. U.S.[4] Production	Total U.S. Production & Imports
	(000's)	(000's)	(000's)	(000's)	(000's)	(000's)	(000's)	(000's)
1969	670	242,000	127,000	304,000	660	640	40	680
1970	1,010	333,000	199,000	478,000	1,040	1,090	35	1,125
1971	1,240	472,000	226,000	542,000	1,340	1,540	25	1,565
1972	1,360	564,000	233,000	563,000	1,400	1,690	35	1,725
1973	1,520	655,000	292,000	573,000	1,580	1,210	45	1,255
1974	1,200	489,000	244,000	467,000	1,200	1,540*	40	1,580
1975	940	451,000	247,000	242,000	910	950*	40	990
1976	1,050	491,000	260,000	299,000	1,050	660*	80	740
1977	1,080	568,000	283,000	229,000	1,100	860*	110	970
1978	975	482,000	326,000	167,000	1,000	935*	80	1,015
1979	1,085	606,000	332,000	147,000	1,090	890*	120	1,010
1980	1,065	654,000	308,000	103,000	1,190	1,120*	130	1,250
1981	1,045	614,000	350,000	81,000	1,155	1,225*	125	1,350
1982	970	520,000	395,000	55,000	1,025	1,190*	100	1,290
1983	1,175	550,000	570,000	55,000	1,260	940*	100	1,040
1984	1,260	520,000	690,000	50,000	1,400	1,155*	155	1,310

includes motorcycles, scooters, all-terrain vehicles, and nopeds (limited speed motor-driven cycles under 50 cc's which are not generally defined by state as mopeds). Mopeds are not included. See note below for more details.

* Excludes estimated moped imports (motorized bicycles) as follows:

1974	13,000	1977	190,000	1980	180,000	1983	22,000
1975	32,000	1978	350,000	1981	67,000	1984	33,000
1976	78,000	1979	130,000	1982	18,000		

Estimated imports of all-terrain vehicles included in 1981 and subsequent year imports.

[1]Source: Total industry retail sales estimated by MIC from new motorcycle registrations (R.L. Polk & Co., Detroit, Michigan), wholesale sales by major brands (MIC Manufacturers Shipment Reporting System and MIC Distributor Industry Profile), and motorcycle and all-terrain vehicle imports.

[2]Source: Total industry wholesale sales to dealers were estimated by MIC from wholesale sales by major brands (MIC Manufacturers Shipment Reporting System, and MIC Distributor Industry Profile.

[3]Source: U.S. Motorcycle Imports, Werner C. Single, Foreign Trade Services, W. New York, New Jersey.

[4]Source: MIC estimate derived from R.L. Polk & Co. new motorcycle registrations and information offered by U.S. manufacturers.

U.S. MOTORCYCLE IMPORTS By YEAR, COUNTRY ENGINE DISPLACEMENT

In 1984, 441,000 motorcycles with a dutiable value of $523 million were imported into the United States. Of these units imported 94.7% were from Japan, 3.9% from European countries, and 1.4% from other countries. In addition to these motorcycles, 33,000 mopeds or motorized bicycles were imported in 1984, primarily from European countries. All-terrain vehicles are not included.

The imports with relatively small engines, less than 191 cc displacement, represented 43% of the total units imported, but only 19% of the total dutiable dollar volume. Motorcycle imports with relatively large engines, over 490 cc displacement, represented another 40% of the units imported and 66% of the total dutiable dollar volume in 1984.

U.S. MOTORCYCLE IMPORTS BY COUNTRY 1978-1984

	1978	1979	1980	1981	1982	1983	1984
Japan							
Units	882,038	848,959	1,072,856	1,032,520	897,861	522,573	417,825
$ Value	$741,232,155	$825,909,951	$1,091,699,966	$1,270,949,357	$1,079,362,753	$666,284,854	$482,238,238
European Countries							
Units	50,623*	33,824*	40,455*	22,112*	16,100*	13,597*	17,397*
$ Value	$ 54,297,847	$ 40,121,247	$ 44,199,496	$ 39,213,065	$ 27,977,592	$ 29,266,634	$ 38,296,805
All Others							
Units	2,825*	3,969*	6,905*	2,081*	3,242*	4,043*	6,198*
$ Value	$ 1,737,985	$ 4,258,537	$ 6,036,560	$ 3,624,403	$ 2,827,574	$ 1,633,326	$ 2,851,599
Total							
Units	935,486*	886,752*	1,120,216*	1,056,713*	917,203*	540,213*	441,420*
$ Value	$797,267,987	$870,289,735	$1,141,936,022	$1,313,786,825	$1,110,167,919	$697,184,814	$523,386,642

Dollar Value = Dutiable value for 1978-1979 and C.I.F. value for 1980 and subsequent years. **All-terrain vehicles not included.**

U.S. MOTORCYCLE IMPORTS BY ENGINE DISPLACEMENT 1978-1984

	1978	1979	1980	1981	1982	1983	1984
Under 191 cc							
Units	410,260*	390,900*	418,829*	313,944*	312,891*	175,212*	191,856*
$ Value	$163,144,748	$173,583,756	$ 189,667,483	$ 154,771,771	$ 152,019,038	$ 94,634,569	$ 97,761,171
191-490 cc							
Units	203,659	166,768	316,596	249,586	182,948	75,321	67,792
$ Value	$173,111,295	$167,195,874	$ 307,104,651	$ 259,816,032	$ 198,421,920	$ 82,609,575	$ 78,049,993
491-790 cc							
Units	226,584	224,984	240,604	369,142	298,182	215,975	141,716
$ Value	$301,554,886	$326,914,082	$ 372,062,671	$ 639,025,333	$ 532,150,656	$362,771,480	$256,491,632
Over 790 cc							
Units	76,182	93,222	127,518	120,224	119,625	65,093	34,828
$ Value	$153,575,906	$198,020,881	$ 266,590,704	$ 258,903,692	$ 226,188,672	$153,545,173	$ 88,441,983
Unspecified							
Units	18,801	10,878	16,669	3,817	3,557	8,612	5,228
$ Value	$ 5,881,152	$ 4,575,142	$ 6,510,513	$ 1,269,997	$ 1,387,633	$ 3,624,017	$ 2,641,863
Total							
Units	935,486*	886,752*	1,120,216*	1,056,713*	917,203*	540,213*	441,420*
$ Value	$797,267,987	$870,289,735	$1,141,936,022	$1,313,786,825	$1,110,167,919	$697,184,814	$523,386,642

Dollar Value = Dutiable value for 1978-1979 and C.I.F. value for 1980-1984.

All-terrain vehicles not included.

*Excludes estimated imports of mopeds (motorized bicycles) as follows:

1978–350,027 units, $90,470,166
1979–129,663 units, $36,775,715
1980–182,037 units, $61,714,528
1981–66,779 units, $23,097,891
1982–18,145 units, $ 4,384,230
1983–21,645 units, $ 5,471,009
1984–32,889 units, $ 8,900,146

Source: U.S. Dept. of Commerce, Domestic and International Business Administration.

U.S. Motorcycle Imports, Werner C. Single, Foreign Trade Services, W. New York, New Jersey.

NEW MOTORCYCLE WHOLESALE SALES By MAJOR BRANDS

In 1984 estimated wholesale sales of new motorcycles and all-terrain vehicles (ATV's) to dealers by the five leading brands (Harley-Davidson, Honda, Kawasaki, Suzuki, and Yamaha) in the United States were 1,310,240 units valued at a wholesale dollar volume of $2.27 billion and an estimated retail dollar volume of $2.82 billion.

Of the total units wholesaled in 1984, 34.1% were on-highway motorcycles, 61.3% were off-highway motorcycles and ATV's, and the remaining 4.6% were dual purpose motorcycles. Over four fifths (83%) of the new motorcycles and ATV's shipped to dealers in 1984 had four-cycle engines, and about two thirds (68%) had an engine displacement less than 350 cubic centimeters. The five leading states in wholesale unit sales, California, Texas, Ohio, New York and Michigan, accounted for almost one third of the total U.S. wholesale sales in 1984.

NEW MOTORCYCLE WHOLESALE SALES BY MAJOR BRANDS, 1980-1984

			Units										
				Model Type			Engine Type		Displacement Size (cc)				
	Wholesale $ Volume	Est. Retail $ Volume	Total Units	On-Highway	Off-Highway	Dual Purpose	Two Stroke	Four Stroke	Under 125 cc	125-349 cc	350-449 cc	450-749 cc	750 cc & Up
	($000's)	($000's)											
1980 (% of Total Units)	$1,702,130	$2,136,866	1,156,843 (100.0%)	711,295 (61.4%)	332,753 (28.9%)	112,795 (9.7%)	314,854 (27.2%)	841,989 (72.8%)	322,294 (27.9%)	263,336 (22.8%)	133,069 (11.5%)	182,202 (15.7%)	255,942 (22.1%)
1981 (% of Total Units)	$1,861,821	$2,326,790	1,137,918 (100.0%)	669,062 (58.8%)	391,599 (34.4%)	77,257 (6.8%)	271,633 (23.9%)	866,285 (76.1%)	270,743 (23.8%)	301,357 (26.5%)	78,476 (6.9%)	225,589 (19.8%)	261,753 (23.0%)
1982 (% of Total Units)	$1,600,070	$1,993,127	1,018,840 (100.0%)	495,521 (48.6%)	476,419 (46.8%)	46,900 (4.6%)	286,529 (28.1%)	732,311 (71.9%)	307,713 (30.2%)	342,283 (33.6%)	28,223 (2.7%)	117,519 (11.6%)	223,102 (21.9%)
1983 (% of Total Units)	$1,985,979	$2,468,186	1,241,808 (100.0%)	539,040 (43.4%)	641,758 (51.7%)	61,010 (4.9%)	294,256 (23.7%)	947,552 (76.3%)	294,711 (23.7%)	507,960 (40.9%)	25,873 (2.1%)	215,026 (17.3%)	198,238 (16.0%)
1984 (% of Total Units)	$2,270,332	$2,816,370	1,310,240 (100.0%)	446,968 (34.1%)	802,530 (61.3%)	60,742 (4.6%)	220,833 (16.9%)	1,089,407 (83.1%)	251,365 (19.2%)	634,403 (48.4%)	37,280 (2.8%)	227,286 (17.4%)	159,906 (12.2%)

NEW MOTORCYCLE WHOLESALE SALES BY MAJOR BRANDS IN TEN LEADING STATES, 1980-1984

State	1984 Rank	1984 Units	1983 Rank	1983 Units	1982 Rank	1982 Units	1981 Rank	1981 Units	1980 Rank	1980 Units
California	1	151,150	1	156,269	1	121,277	1	139,336	1	134,773
Texas	2	90,178	2	80,172	2	78,868	2	78,228	2	79,142
Ohio	3	61,324	4	58,228	4	39,808	7	41,122	7	40,846
New York	4	58,963	3	58,689	3	48,117	4	47,283	4	53,154
Michigan	5	58,942	5	53,714	8	35,689	8	38,391	9	34,651
Pennsylvania	6	55,386	7	45,231	7	35,838	6	41,731	5	44,279
Florida	7	50,400	6	46,004	5	36,977	3	48,953	3	53,374
Illinois	8	38,139	8	39,548	6	36,353	5	42,364	6	44,044
Georgia	9	34,451	—	—	—	—	—	—	—	—
Alabama	10	32,690	—	—	—	—	—	—	—	—
Louisiana	—	—	—	—	9	30,647	9	36,630	8	36,071
Wisconsin	—	—	9	35,703	10	29,129	—	—	—	—
Minnesota	—	—	10	32,442	—	—	10	35,774	—	—
Iowa	—	—	—	—	—	—	—	—	10	34,430

NOTE: Includes all-terrain vehicles and nopeds (limited speed motor-driven cycles under 50 cc's which are not generally defined by state as mopeds). Excludes mopeds. See page 6 for model type definitions.

Source: Manufacturers Shipment Reporting System, Annual Statistical Report, 1980-1984 Motorcycle Industry Council, Inc., Costa Mesa, California. Includes wholesale shipments to dealers by Harley-Davidson, Honda, Kawasaki, Suzuki, and Yamaha.

NEW MOTORCYCLE REGISTRATIONS By STATE

In 1984, first-time registrations of new motorcycles, scooters and ATV's for the three most current model years were 772,166, or 61%, of the estimated 1,260,000 new motorcycle and ATV retail sales. New registrations are usually issued only to street legal motorcycles. A number of states, however, issue registrations for titling purposes for off-highway motorcycles and ATV's. In 1984, new registrations of off-highway motorcycles and ATV's represented 34% of all new registrations.

California requires the registration of all off-highway motorcycles and ATV's. These off-highway registrations are included in 1984 California registrations and have been added to prior year California registrations for comparison. New York new registrations were unavailable for 1984. Oklahoma new registrations are not available.

NEW MOTORCYCLE REGISTRATIONS BY STATE, 1979-1984

	1979	1980	1981	1982	1983	1984
Total U.S.	886,038	875,900	827,913	725,691	811,253	772,166
State						
Alabama	16,630	14,869	13,906	15,577*	22,882*	26,528*
Alaska	2,099	2,151*	2,626*	1,917*	2,267*	1,917*
Arizona	10,074	10,760	9,913	8,575	8,328	8,568
Arkansas	5,622	6,219	6,578	5,832	9,688*	11,775*
California	140,831	133,673*	117,237*	116,528*	159,089*	154,367*
Colorado	15,790	14,018	14,295	11,789	10,208	8,948
Conn.	11,493	10,961	10,052	8,030	8,668	7,709
Delaware	1,792	1,607	1,699	1,258	1,086	971
D.C.	703	648	620	750	865	776
Florida	33,129	40,363	38,467	33,329*	40,220*	41,488*
Georgia	22,866	24,380	21,023	16,235	20,112*	25,946*
Hawaii	665	1,669	1,442	1,224	987	922
Idaho	9,213	8,179	5,973	4,893	4,797	4,741
Illinois	36,507	35,022	36,228	36,777	39,871*	38,390*
Indiana	21,306	20,885	18,534	14,737	13,762	13,181
Iowa	31,712	28,570	25,573	14,144	11,452	16,181
Kansas	13,984	14,085	13,131	11,443	10,118	8,063
Kentucky	6,490	6,068	6,786	5,375	5,219	4,548
Louisiana	20,251*	29,045*	31,830*	26,229*	24,518*	23,097*
Maine	5,455	6,070	6,140	4,838	4,147	3,364
Maryland	12,172	11,668	10,132	7,323	8,387	9,359
Mass.	11,836	11,797	11,621	9,463	10,044	10,365
Michigan	29,930	23,644	25,312	22,957	24,615	22,323
Minn.	20,001	21,649	21,981	17,605	17,190*	15,388
Miss.	9,346	11,271*	12,002*	11,736*	12,600*	10,996*
Missouri	16,435	16,378	15,936	13,853*	16,527*	18,957*
Montana	4,870	5,088	5,015	3,739	3,483	2,432
Nebraska	8,505	8,470	8,100	5,833	5,448	4,576*
Nevada	4,425	3,494	3,126	2,542	2,184	2,431
N.H.	5,958	5,570	5,560	4,476	4,629	4,142
New Jersey	19,617	19,496	13,046	11,638	12,652	10,459
New Mexico	8,001	8,098	8,485	8,031	8,266*	8,663*
New York	38,684	36,897	34,589	32,213	33,844	—0—
N.C.	7,828	12,285	10,803	8,871	10,484	10,529
N.D.	3,678	4,256	4,464	3,444	3,134	2,642
Ohio	32,966	30,197	29,209	23,433	28,857	26,879
Oklahoma	N/A	N/A	N/A	N/A	N/A	—0—
Oregon	16,621	15,288	13,823	12,427*	17,038*	18,514*
Penn.	35,936	35,232	31,686	27,646	28,466	26,911*
R.I.	2,883	3,507	2,972	2,624	2,948	2,752
S.C.	5,308	6,435	7,379	6,843	8,335	10,611*
S.D.	4,966	5,298	5,997	4,226	4,056*	2,366*
Tenn.	11,252	11,390	10,793	10,001	10,850	13,085*
Texas	78,067	75,235	71,024	65,641	59,453*	60,544*
Utah	11,745	10,227	11,897	9,731	12,277*	6,710
Vermont	2,467	2,602	2,155	2,266	2,140	2,252*
Virginia	10,740	10,392	10,704	8,769	10,227	11,908
Washington	32,756	29,066	26,485	23,729	28,459*	27,451*
West Va.	5,787	5,211	4,750	3,867	5,411	7,534*
Wisconsin	23,367	23,255	23,297	18,489	18,536	17,734
Wyoming	3,279	3,262	3,517	2,795	2,429	2,173

* New registrations in these states include an unusually high percentage (20%-65%) of off-highway motorcycles and all-terrain vehicles.

Source: New Motorcycle Registrations, R.L. Polk & Co., Detroit, Michigan. Permission for further use must be obtained from R.L. Polk & Co.

NEW MOTORCYCLE REGISTRATIONS By LEADING BRANDS

The nation's five major brands accounted for 98.9% of the new motorcycles registered for use on public roads in 1984. Honda, the leading brand during the past two decades, ranked first in 1984 with 57.7% of the street registered market, followed by Yamaha with 18.6%, Suzuki with 10.0%, and Kawasaki with 8.9%. Harley-Davidson ranked fifth in 1984 with 3.7% of the new motorcycle registrations. The market share for each of the remaining motorcycle brands distributed in the United States was reported to be less than 1% in 1984.

NEW MOTORCYCLE REGISTRATIONS 10 LEADING BRANDS BY MARKET SHARE, 1979-1984

	1984		1983		1982		1981		1980		1979	
Make	Rank	Mrkt. Share	Rank	Mrkt. Share	Rank	Mrkt. Share	Rank	Mrkt. Share	Rank	Mrkt. Share	Rank	Mrkt. Share
Honda	1	57.7%	1	54.8%	1	45.1%	1	39.1%	1	39.5%	1	39.7%
Yamaha	2	18.6%	2	19.0%	2	22.2%	2	24.9%	2	23.5%	2	23.0%
Suzuki	3	10.0%	3	11.8%	3	14.2%	4	13.6%	4	14.9%	4	13.3%
Kawasaki	4	8.9%	4	9.8%	4	12.7%	3	15.7%	3	15.4%	3	14.7%
Harley-Davidson	5	3.7%	5	3.3%	5	4.5%	5	5.0%	5	4.7%	5	6.1%
BMW	6	0.6%	6	0.6%	6	0.5%	7	0.4%	7	0.4%	6	0.7%
Husqvarna	7	0.2%	7	0.3%	8	0.2%	9	0.2%	9	0.2%	10	0.3%
Moto Guzzi	8	0.1%	9	0.1%	10	0.1%	—	—	—	—	—	—
Can Am	9	*	—	—	9	0.1%	10	0.1%	10	0.1%	—	—
Vespa	10	*	8	0.1%	7	0.3%	6	0.5%	6	0.8%	7	0.7%
Triumph			10	*	—	—	8	0.2%	8	0.3%	8	0.6%
Hodaka			—	—	—	—	—	—	—	—	9	0.3%

* Less than 0.05%

R.L. Polk new registrations include the three most current model years. Some off-highway motorcycle and all-terrain vehicle new registrations are included.

California new off-highway motorcycle and ATV registrations have been added to 1983 and prior year new registrations, so that comparisons can be made with 1984 and subsequent years which include California off-highway registrations.

New York new registrations were not available from October 1983 through December 1984.

Oklahoma new registrations are not available.

Source: New Motorcycle Registrations, R.L. Polk & Co., Detroit, Michigan. Permission for further use must be obtained from R.L. Polk & Co.

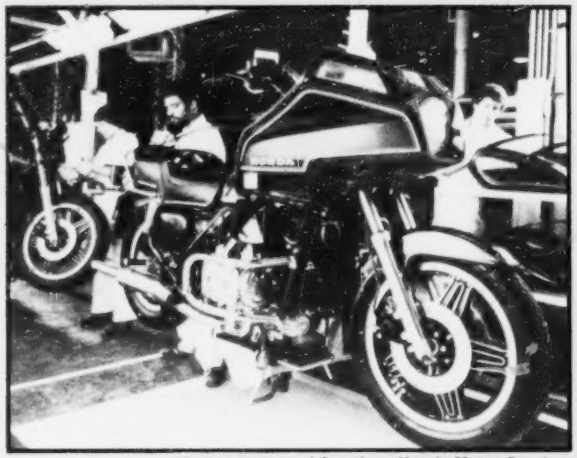


Photo courtesy of American Honda Motor Co., Inc.

MANUFACTURERS & DISTRIBUTORS

PROFILE OF MAJOR U.S. MOTORCYCLE MANUFACTURERS AND DISTRIBUTORS

In 1984 the five leading brands distributed in the United States, Harley-Davidson, Honda, Kawasaki, Suzuki, and Yamaha, accounted for roughly 99% of the nation's estimated 1,260,000 new motorcycle and ATV retail sales.

Four of the five major brands are manufactured primarily in Japan and have been distributing motorcycles in the U.S . for a relatively short time, twenty-six years or less. Harley-Davidson, the fifth ranking brand, has been manufacturing and distributing motorcycles in the U.S. for over seventy years. Besides motorcycles and ATV's, the five leading U.S. distributors also sell a wide range of other products in the U.S., including automobiles, snowmobiles, mopeds, golf carts, go carts, power products, and sailboats.

PROFILE OF MAJOR U.S. MOTORCYCLE MANUFACTURERS/DISTRIBUTORS

Brand	U.S. Motorcycle Distributor	Motorcycle Manufacturer	Year of U.S. Incorporation	Other Products Sold in U.S.
Harley-Davidson	Harley-Davidson Motor Co., Inc. 3700 W. Juneau Avenue Milwaukee, WI 53201 (414) 342-4680	Same as distributor	1907	Motorcycle accessories.
Honda	American Honda Motor Company, Inc. 100 West Alondra Blvd. Gardena, CA 90247 (213) 321-8680	Honda Motor Co., Ltd. No. 27-8, 6 Chome, Jingumae Shibuya-Ku, Toyko 150, Japan Honda of America Mfg., Inc. 24000 U.S. Route 33 Marysville, Ohio 43040 (Engine Manufacturing Facility) 12500 Meranda Road Ana, Ohio 45302	1959	Automobiles, all-terrain vehicles, motor scooters, accessories for motorcycles and products above, power products (generators, rototillers, outboards, lawnmowers, riding lawnmowers, lawn tractors, snow throwers, water pumps).
Kawasaki	Kawasaki Motors Corp., U.S.A. 2009 E. Edinger Avenue Santa Ana, CA 92705 (714) 835-7000	Kawasaki Heavy Industries, Ltd. 1-1, Kawasaki-cho Akashi 673, Hyogo-ken, Japan Kawasaki Motors Manufacturing 6600 N.W. 27th St. Lincoln, Nebraska 68524	1967	All-terrain vehicles, Jet Skis, accessories for motorcycles and products above, small engines, generators.
Suzuki	U.S. Suzuki Motor Corp. 3251 East Imperial Hwy. Brea, CA 92621 (714) 996-7040	Suzuki Motor Co., Ltd. Hamamatsu-Nishi, P.O. Box 1 432-91 Hamamatsu, Japan	1963	All-terrain vehicles, outboard motors, generators, accessories for motorcycles and products above.
Yamaha	Yamaha Motor Corp., U.S.A. 6555 Katella Ave. Cypress, CA 90630 (714) 761-7300 (714) 761-7330 (Engineering Div.)	Yamaha Motor Co., Ltd. 2500 Shingai, Iwata-Shi Shizuoka-Ken, Japan	1960	Snowmobiles, snowmobile and motorcycle accessories, go cart engines, go carts, golf carts, generators, mopeds (motorized bicycles), scooters, all-terrain vehicles, sailboats, outboard engines.

Source: Information obtained by the Motorcycle Industry Council from the U.S. distributors above.

OTHER U. S. MOTORCYCLE MANUFACTURERS/ DISTRIBUTORS

While the five major brands accounted for roughly 99% of the 1984 retail sales in the United States, the remaining 1% of new motorcycle sales are distributed among thirty brands.

About two thirds of the motorcycle sales from these thirty brands are generated by BMW, Bultaco, Can-AM, Husqvarna, Moto Guzzi, Triumph, and Vespa. Although the U.S. motorcycle market share for most of these brands listed below is quite small, some of these brands are greater contributors to foreign markets.

OTHER 1985 U.S. MOTORCYCLE MANUFACTURERS/DISTRIBUTORS

BRAND	PRIMARY U.S. MANUF./DIST.	COUNTRY OF MANUFACTURE
Ammex	Apache Limited 20872 Currier Road Walnut, California 91789 (714) 598-1985	Mexico
Bajaj	Bajaj America 1237 Gadsden Street Columbia, South Carolina 29201 (803) 779-5361	India
Benelli	Benelli/Moto Guzzi North America 1501 Caton Avenue Baltimore, Maryland 21227 (301) 646-3630	Italy
Beta	Cosmopolitan Motors 301 Jacksonville Rd. Hatboro, Pennsylvania 19040 (215) 672-9100	Italy
Bimota	Cosmopolitan Motors 301 Jacksonville Rd. Hatboro, Pennsylvania 19040 (215) 672-9100	Italy
BMW	BMW of North America BMW Plaza Montvale, New Jersey 07645 (201) 573-2000	West Germany
Bultaco	Bultaco International Ltd. P.O. Box 62572 Virginia Beach, Virginia 23462 (804) 490-3528	Spain
Cagiva	Cagiva of North America 20030 S. Normandie Ave. Torrance, California 90502 (213) 538-9337	Italy
Can-Am	Bombardier Corporation Can-Am Division 4505 West Superior Duluth, Minnesota 55806 (218) 628-2881	England
Ducati	Cagiva of North America 20030 S. Normandie Ave. Torrance, California 90502 (213) 538-9337	Italy
E-Z Rider	KEZ Industries, Inc. 430 East 16th Street Paterson, New Jersey 07514 (201) 342-7600	U.S.
Heald	Carl Heald, Inc. P.O. Box 1148 Benton Harbor, Michigan 49022 (616) 849-3400 (800) 253-1030	U.S.
Hesketh	Aston-Martin Lagonda of North America 342 W. Putnam Ave. Greenwich, Connecticut 06830 (203) 629-8830	England
Husqvarna	Husqvarna Motorcycle Co., Inc. 4925 Mercury Street San Diego, California 92111 (619) 565-1414	Sweden
Italjet	Italjet U.S.A. (Strada Intl.) 13148 Saticoy Street N. Hollywood, California 91605-3495 (818) 982-2000	Italy

BRAND	PRIMARY U.S. MANUF./DIST.	COUNTRY OF MANUFACTURE
Jawa	Jawa Speedway Distributors Inc. 11611 Salinaz #E Garden Grove, California 92643 (714) 638-5951	Czecho-slovakia
KTM	K T M America 1906 Broadway Lorain, Ohio 44052 (216) 244-2726	Austria
Lambretta	Cosmopolitan Motors 301 Jacksonville Rd. Hatboro, Pennsylvania 19040 (215) 672-9100	Spain
Laverda	Slater Brothers P.O. Box 730 Kenwood, California 95452 (707) 833-2622	Italy
Montesa	Cosmopolitan Motors 301 Jacksonville Road Hatboro, Pennsylvania 19040 (215) 672-9100	Spain
Moto Guzzi	Benelli/Moto Guzzi North America 1501 Caton Avenue Baltimore, Maryland 21227 (301) 646-3630	Italy
Moto Morini	Herdan Corporation Route 61 Port Clinton, Pennsylvania 19549 (215) 562-3155	Italy
M-Star	M-Star Motorcycle Corp. 740 E. Santa Maria Street Santa Paula, California 93060 (805) 525-3364	West Germany
Ossa	Slater Brothers Ossa America P.O. Box 730 Kenwood, California 95452 (707) 833-2622	Spain
Rickman	Target Motorsports 3911 Central Road Apple Valley, California 92307-8545 (619) 247-4327	England
Riva	Yamaha Motor Corp., USA 6555 Katella Avenue Cypress, California 90630 (714) 761-7300	Japan
Rokon	Rokon, Ltd. Route 202 North Jaffrey, New Hampshire 03452 (603) 532-8335	U.S.
Strociek	Strociek Engineering 10485 Product Drive Rockford, Illinois 61111 (815) 654-0141	U.S.
Super-Bronc II	Carl Heald, Inc. P.O. Box 1148 Benton Harbor, Michigan 49022 (616) 849-3400 (800) 253-1030	U.S.
Vespa	Vespa of America Corp. 385 Oyster Point Blvd., #6 S. San Francisco, California 94080 (415) 872-1414	Italy

NOTE: This list includes only those companies manufacturing and/or distributing motorcycles in the U.S. as of June 1, 1985. Although this information was obtained from the most authoritative sources available (individual companies were contacted by the Motorcycle Industry Council), the Motorcycle Industry Council is not responsible for accuracy or completeness.

THE RETAIL MARKETPLACE

MOTORCYCLE RETAIL OUTLETS, EMPLOYEES, AND PAYROLL

Of the estimated 12,953 retail outlets selling motorcycles and related products in the U.S. in 1985, 38% are retail outlets franchised to sell new motorcycles, scooters, or all-terrain vehicles (ATV's), and 62% are retail outlets specializing in motorcycle related parts, accessories, riding apparel, used vehicles, or service, but not franchised to sell new motorcycles, scooters or ATV's.

Motorcycle retail outlets employ an estimated 65,300 employees at an estimated annual payroll of $818 million, including owner and manager salaries and advances.

In all states but Alaska, franchised retail motorcycle dealers have formed nonprofit associations to engage in government relations and other activities for the good of the motorcycle industry in their state. The MIC recognizes and supports these state associations with several information exchange programs. The addresses of the state associations are listed on page 44 of this publication.

	1985 Franchised Motorcycle Retail Outlets			1985 Non-Franchised Motorcycle Retail Outlets			1985 Total Motorcycle Retail Outlets		
	# Of Outlets	Est. # Of Employees	Est. Annual Employee Payroll ($000's)	# Of Outlets	Est. # Of Employees	Est. Annual Employee Payroll ($000's)	# Of Outlets	Est. # Of Employees	Est. Annual Employee Payroll ($000's)
Total U.S.	**4,985**	**41,015**	**$544,276**	**7,968**	**24,300**	**$273,832**	**12,953**	**65,315**	**$818,108**
State									
Alabama	87	757	$ 10,670	103	299	$ 3,479	190	1,056	$ 14,149
Alaska	38	357	5,451	23	74	8,389	61	431	13,840
Arizona	65	611	9,324	105	336	3,830	170	947	13,154
Arkansas	69	600	8,463	64	186	2,162	133	786	10,625
California	462	4,343	66,274	851	2,723	31,039	1,313	7,066	97,313
Colorado	88	827	12,624	111	355	4,049	199	1,182	16,673
Connecticut	50	370	4,637	131	393	4,303	181	763	8,940
Delaware	8	59	742	18	54	591	26	113	1,333
D.C.	2	15	186	9	27	296	11	42	482
Florida	173	1,505	21,218	363	1,053	12,260	536	2,558	33,478
Georgia	105	914	12,878	122	354	4,120	227	1,268	16,998
Hawaii	7	66	1,004	22	70	802	29	136	1,806
Idaho	59	555	8,464	70	224	2,553	129	779	11,017
Illinois	213	1,576	17,153	342	1,060	10,913	555	2,636	28,066
Indiana	139	1,029	11,194	300	930	9,573	439	1,959	20,767
Iowa	121	895	9,744	282	874	8,999	403	1,769	18,743
Kansas	88	651	7,087	70	217	2,234	158	868	9,321
Kentucky	54	470	6,623	137	397	4,627	191	867	11,250
Louisiana	95	827	11,651	65	189	2,195	160	1,016	13,846
Maine	42	311	3,895	106	318	3,482	148	629	7,377
Maryland	49	363	4,545	98	294	3,219	147	657	7,764
Mass.	71	525	6,585	177	531	5,814	248	1,056	12,399
Michigan	188	1,391	15,140	367	1,138	11,710	555	2,529	26,850
Minnesota	122	903	9,825	183	567	5,840	305	1,470	15,865
Mississippi	62	539	7,604	46	133	1,554	108	672	9,158
Missouri	105	777	8,456	116	360	3,702	221	1,137	12,158
Montana	62	583	8,894	42	134	1,340	104	717	10,234
Nebraska	78	577	6,281	50	155	1,596	128	732	7,877
Nevada	28	263	4,017	29	93	1,058	57	356	5,075
N.H.	38	281	3,524	77	231	2,529	115	512	6,053
New Jersey	105	777	9,738	245	735	8,048	350	1,512	17,786
New Mexico	43	404	6,168	42	134	1,532	85	538	7,700
New York	232	1,717	21,517	576	1,728	18,920	808	3,445	40,437
N.C.	114	992	13,982	169	490	5,708	283	1,482	19,690
N.D.	48	355	3,865	24	74	766	72	429	4,631
Ohio	198	1,465	15,945	609	1,888	19,433	807	3,353	35,378
Oklahoma	76	661	9,321	69	200	2,330	145	861	11,651
Oregon	93	874	13,341	74	237	2,699	167	1,111	16,040
Penn.	248	1,835	23,001	517	1,551	16,982	765	3,386	39,983
R.I.	15	111	1,391	42	126	1,380	57	237	2,771
S.C.	50	435	6,132	69	200	2,330	119	635	8,462
S.D.	47	348	3,785	19	59	606	66	407	4,391
Tennessee	102	887	12,510	139	403	4,694	241	1,290	17,204
Texas	295	2,567	36,181	224	650	7,565	519	3,217	43,746
Utah	55	517	7,890	37	118	1,350	92	635	9,240
Vermont	27	200	2,504	62	186	2,037	89	386	4,541
Virginia	89	774	10,916	143	415	4,830	232	1,189	15,746
Washington	125	1,175	17,931	106	339	3,866	231	1,514	21,797
West Va.	42	311	3,895	63	189	2,069	105	500	5,964
Wisconsin	166	1,228	13,368	231	716	7,371	397	1,944	20,739
Wyoming	47	442	6,742	29	93	1,058	76	535	7,800

Note: A **franchised motorcycle outlet** is defined as a motorcycle retail outlet franchised to sell new motorcycles, scooters, or all-terrain vehicles (ATV's). A **non-franchised motorcycle outlet** is defined as a motorcycle retail outlet specializing in the sale of either motorcycle related parts, accessories, riding apparel, used vehicles, or service, but not franchised to sell new motorcycles, scooters, or ATV's. Because of differences in list sources, direct comparisons should not be made between the number of **non-franchised** outlets each year.

Source: 1985 Motorcycle Retail Outlet Study, Motorcycle Industry Council, Inc., Costa Mesa, California, July 1985.
1984 Motorcycle Retail Outlet Profile Survey, Motorcycle Industry Council, Inc., Costa Mesa, California, July 1985.

MOTORCYCLE OUTLET RETAIL SALES

1984 motorcycle and ATV related sales and services by all retail outlets nationwide are estimated to be $5.0 billion, of which $4.48 billion are generated by outlets franchised to sell new motorcycles and ATV's, and $0.52 billion by non-franchised motorcycle outlets which include parts, accessory, used motorcycle and service stores.

New motorcycles and ATV's represented just over half (58%) of the total 1984 motorcycle and ATV related retail sales and services. Parts, accessories, and riding apparel represented about 25%, used vehicles 8%, and service labor 8%. Other related sales, such as insurance premiums and extended warranties, accounted for about 1% of the total motorcycle and ATV related retail sales and services.

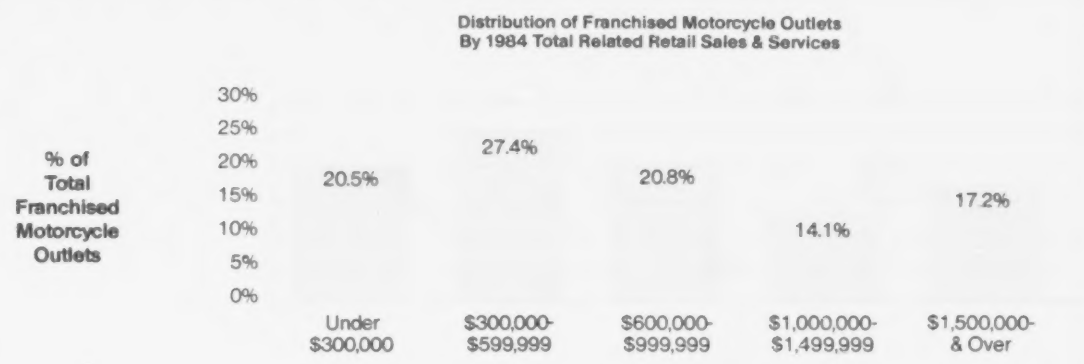
The distribution of franchised and non-franchised motorcycle outlets by the 1984 total motorcycle and ATV related retail sales and services is shown below.

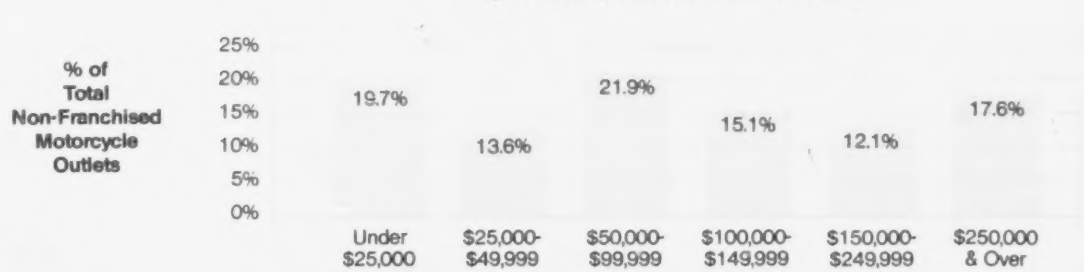
1984 ESTIMATED RETAIL SALES BY U.S. MOTORCYCLE OUTLETS

	1984 Estimated Motorcycle Related Retail Sales					
	Franchised M/C Outlets	% of Total	Non-Franchised M/C Outlets	% of Total	All Motorcycle Retail Outlets	% of Total
New Motorcycles & ATV's	$2,875,000,000	64.2%	$ 0	0.0%	$2,875,000,000	57.5%
Used Motorcycles & ATV's	362,700,000	8.1	54,000,000	10.4	416,700,000	8.4
Parts, Accessories, & Riding Apparel	873,300,000	19.5	389,000,000	74.9	1,262,300,000	25.3
Service Labor	300,000,000	6.7	76,400,000	14.7	376,400,000	7.5
Other M/C Related Sales	67,200,000	1.5	0	0.0	67,200,000	1.3
Total M/C Related Sales	$4,478,200,000	100.0%	$519,400,000	100.0%	$4,997,600,000	100.0%

See page 22 for definition of franchised and non-franchised motorcycle outlets. Includes scooters and related sales.

DISTRIBUTION OF MOTORCYCLE OUTLETS BY 1984 RETAIL SALES





Source: 1984 Motorcycle Retail Outlet Study, Motorcycle Industry Council, Inc., Costa Mesa, California, June 1984.
1984 Motorcycle Retail Outlet Profile Survey, Motorcycle Industry Council, Inc., Costa Mesa, California, July 1985.

MOTORCYCLE RETAIL OUTLET PROFILE

In 1984 the typical franchised motorcycle outlet employed an average of 8.1 persons annually at an average annual payroll of $107,000. The franchised motorcycle outlet had been in business at the same location for an average of 11 years and under its current ownership for an average of 10 years. Franchised motorcycle outlets sold an average of 248 new and 43 used motorcycle, scooter, and ATV units in 1984. The average total motorcycle related sales and services for a franchised motorcycle outlet was $625,000 in 1984.

In 1984 the typical non-franchised motorcycle outlet employed an average of 3.1 persons annually at an average annual payroll of $34,000. The non-franchised motorcycle outlets had been in business at the same location for an average of 5 years and under its current ownership for an average of 7 years. The average total motorcycle related sales and services for a non-franchised motorcycle outlet was $152,000 in 1984. The distribution by type of motorcycle related sales and services for both franchised and non-franchised outlets is shown below.

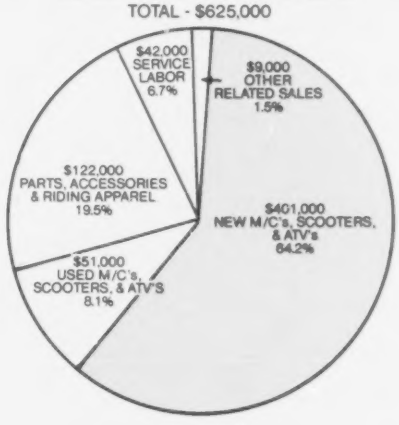
1984 MOTORCYCLE RETAIL OUTLET PROFILE

	Franchised M/C Outlet Average	Non-Franchised M/C Outlet Average
Number of Employees	8.1	3.1
Full-Time	7.0	2.3
Part-Time	1.1	0.8
Employee Payroll (Including owner's and mgr's salary and advances)	$107,000	$34,000
Years At Same Location (Under current & previous ownership)	11.0	5.0
Years Under Current Ownership (Whether or not at this location)	10.0	7.0
Advertising & Promotional Expenditures For M/C Sales & Services	$9,900	$1,100
New Motorcycle, Scooter, & ATV Unit Sales	248	N/A
Used Motorcycle, Scooter, & ATV Unit Sales	43	N/A
Number of New Brands Carried	1.6	N/A

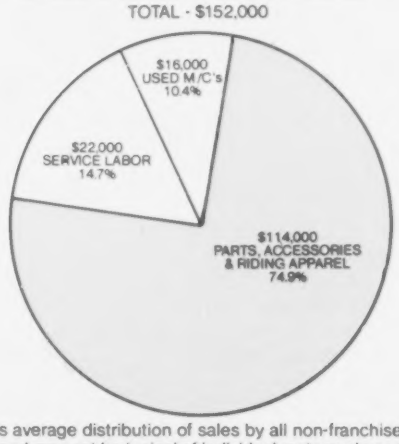
Note: See page 22 for outlet definitions.

DISTRIBUTION OF MOTORCYCLE RELATED SALES PER OUTLET

Franchised Motorcycle Outlet


TOTAL - $625,000
$42,000 SERVICE LABOR 6.7%
$9,000 OTHER RELATED SALES 1.5%
$122,000 PARTS, ACCESSORIES & RIDING APPAREL 19.5%
$401,000 NEW M/C's, SCOOTERS, & ATV's 64.2%
$51,000 USED M/C's, SCOOTERS, & ATV'S 8.1%

Non-Franchised Motorcycle Outlet*



* Represents average distribution of sales by all non-franchised outlets combined and may not be typical of individual motorcycle parts, accessory, or service outlets.

Source: 1984 Motorcycle Retail Outlet Profile Survey, Motorcycle Industry Council, Inc., Costa Mesa, California, July 1985.

Photo Courtesy of Motorcyclist Magazine

Photo Courtesy of Kawasaki Motors Corporation

MOTORCYCLE USAGE

U.S. MOTORCYCLE USAGE ON-HIGHWAY AND OFF-HIGHWAY By STATE

Of the 7.05 million motorcycles and ATV's in use in 1984, it is estimated that 3.95 million were used on public roads and 3.82 million were used off-highway some of the time.

Of the 3.95 million motorcycles used on-highway, the majority (85%) were on-highway motorcycles. Dual purpose motorcycles accounted for 11% of the motorcycles used on-highway.

Of the 3.82 million motorcycles and ATV's used off-highway at some time, the majority were off-highway motorcycles and ATV's (63%) and dual purpose motorcycles accounted for 25%. As many as 12% were on-highway motorcycles used off-highway.

MOTORCYCLES USED ON AND OFF-HIGHWAY IN 1984

	U.S. Total	Model Type* On-Highway	Off-Highway	Dual Purpose
Total Motorcycles in Use	7,050,000	3,600,000 (100%)	2,400,000 (100%)	1,050,000 (100%)
Motorcycles Used On-Highway at Some Time (% of total in use)	3,953,000 (56%)	3,370,000 (94%)	170,000 (7%)	413,000 (39%)
Motorcycles Used Off-highway at Some Time (% of total in use)	3,815,000 (54%)	479,000 (13%)	2,400,000 (100%)	936,000 (89%)

*See page 6 for model type definitions. **Includes all-terrain vehicles and scooters.**

MOTORCYCLE USAGE BY STATE IN 1984

State	Total Motorcycles In Use	Motorcycles Used On-Highway At Some Time	Motorcycles Used Off-Highway At Some Time
Alabama	136,200	65,600	85,100
Alaska	40,000	10,600	33,600
Arizona	115,300	53,400	73,400
Arkansas	119,900	46,500	85,400
California	841,200	468,300	457,100
Colorado	114,900	64,400	63,700
Connecticut	72,600	50,300	29,100
Delaware	13,000	7,600	6,600
D.C.	1,300	1,100	300
Florida	273,600	163,000	138,200
Georgia	162,500	85,100	94,600
Hawaii		Not Available	
Idaho	63,900	28,200	44,500
Illinois	262,600	172,600	116,200
Indiana	188,100	120,400	86,100
Iowa	169,700	119,900	66,200
Kansas	90,700	55,700	44,500
Kentucky	84,000	43,300	49,700
Louisiana	173,900	70,200	119,900
Maine	53,900	31,900	27,000
Maryland	82,000	54,100	36,100
Mass.	100,400	68,200	41,300
Michigan	282,300	162,600	148,400
Minnesota	187,300	104,600	100,900
Mississippi	90,000	33,800	65,000
Missouri	136,600	71,100	79,400
Montana	50,000	22,000	34,600
Nebraska	71,500	39,400	40,000
Nevada	33,500	16,200	20,900
N. H.	48,100	30,500	22,000
N. J.	126,100	81,600	56,400
New Mexico	53,900	28,800	31,400
New York	311,000	199,200	139,500
North Carolina	137,300	75,400	76,100
North Dakota	41,400	21,300	24,900
Ohio	299,900	195,200	132,500
Oklahoma	141,800	72,300	85,300
Oregon	115,000	54,700	72,800
Penn.	275,000	159,200	144,500
Rhode Island	23,200	17,300	8,100
S. C.	69,900	41,700	35,000
S. D.	40,000	22,100	22,200
Tenn.	162,200	77,800	101,800
Texas	472,800	254,700	266,600
Utah	102,600	42,700	72,500
Vermont	21,000	11,700	11,300
Virginia	129,200	77,900	64,300
Washington	181,500	95,800	105,600
W. Virginia	64,400	28,800	43,200
Wisconsin	194,300	122,400	91,000
Wyoming	28,500	11,800	20,200
U.S. Totals	7,050,000	3,953,000	3,815,000

Includes all-terrain vehicles and scooters.

Source: 1984 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.

PUBLIC LAND AND OFF-HIGHWAY MOTORCYCLE STATISTICS By STATE

Excluding Alaska which is predominantly public land, almost one fifth (18%) of the total U.S. acreage, or 417 million acres, is public land managed by federal and state government. Of this 417 million acres, 87% is in the western states.

In 1984 an estimated 3.8 million motorcycles and ATV's were used for off-highway recreational purposes. In 1984 the off-highway motorcycle and ATV industry generated an estimated $2.9 billion in consumer sales and services, and state taxes and licensing, of which $1.2 billion is attributed to the retail sales of 803,000 new motorcycles and ATV's.

1984 PUBLIC LAND AND OFF-HIGHWAY MOTORCYCLE STATISTICS BY STATE

State	(1) Public Land Acreage				(2)	(3)	(4)	Off-Hwy Mc. Penetration	
	Total Acreage	Fed. Gov't.	State Gov't.	% of State	1984 Sales of New Mcs. Used Off-Hwy at Some Time	Total Mcs. Used Off-Hwy At Some Time	1984 Est. Annual Economic Value Of Off-Hwy Retail Marketplace	Off-Hwy Mcs. Per 100 Pop.	Off-Hwy Mcs. Per 1000 Public Acres
	(000)	(000)	(000)				($000)		
Alabama	32,678	1,142	48	3.6	22,900	85,100	$ 79,040	2.1	71.5
Alaska	365,482	321,528	3,030	88.8	6,200	33,600	22,640	7.2	0.1
Arizona	72,688	32,067	34	44.2	17,200	73,400	61,770	2.3	2.3
Arkansas	33,599	3,474	44	10.5	21,800	85,400	75,970	3.5	24.3
California	100,207	45,890	1,116	46.9	89,400	457,100	351,960	1.8	9.7
Colorado	66,486	23,919	160	36.2	11,000	63,700	41,960	2.0	2.6
Connecticut	3,135	10	167	5.6	6,000	29,100	20,430	0.9	164.4
Delaware	1,266	41	10	4.0	1,400	6,600	4,860	1.1	129.4
District of Columbia	39	13	—	33.3	0	300	90	0.1	23.1
Florida	34,721	4,157	253	12.7	29,700	138,200	99,470	1.2	31.3
Georgia	37,295	2,291	60	6.3	23,600	94,600	72,780	1.6	40.2
Hawaii	4,106	691	21	17.3	N/A	N/A	N/A	N/A	N/A
Idaho	52,933	34,481	42	65.2	8,800	44,500	31,470	4.2	1.3
Illinois	35,795	623	273	2.5	18,700	116,200	68,650	1.0	129.7
Indiana	23,158	502	54	2.4	16,700	86,100	59,840	1.5	154.9
Iowa	35,860	228	161	1.1	8,700	66,200	33,310	2.2	170.2
Kansas	52,511	733	31	1.5	7,300	44,500	27,320	1.8	58.2
Kentucky	25,512	1,419	43	5.7	10,200	49,700	31,850	1.3	34.0
Louisiana	28,868	1,166	37	4.2	21,300	119,900	70,330	2.7	99.7
Maine	19,848	136	66	1.0	7,800	27,000	28,740	2.3	133.7
Maryland	6,319	186	217	6.4	8,000	36,100	27,590	0.8	89.6
Massachusetts	5,035	86	261	6.9	10,200	41,300	37,530	0.7	119.0
Michigan	36,492	3,614	248	10.6	35,600	148,400	133,960	1.6	38.4
Minnesota	51,206	3,450	182	7.1	17,700	100,900	67,800	2.4	27.8
Mississippi	30,223	1,759	21	5.9	12,800	65,000	42,850	2.4	36.5
Missouri	44,248	2,178	98	5.1	17,400	79,400	61,540	1.6	34.9
Montana	93,271	27,409	49	29.4	5,800	34,600	21,630	4.1	1.3
Nebraska	49,032	651	137	1.6	5,900	40,000	22,630	2.5	50.8
Nevada	70,264	60,050	153	85.7	4,300	20,900	15,680	2.2	0.3
New Hampshire	5,769	738	71	14.0	6,800	22,000	24,360	2.2	27.2
New Jersey	4,814	151	290	9.2	13,200	56,400	46,740	0.8	127.9
New Mexico	77,766	25,921	109	33.5	6,300	31,400	23,410	2.1	1.2
New York	30,681	248	256	1.6	34,300	139,500	121,140	0.8	276.8
North Carolina	31,403	2,159	120	7.3	18,600	76,100	60,570	1.2	33.4
North Dakota	44,452	2,247	15	5.1	4,000	24,900	15,180	3.7	11.0
Ohio	26,222	366	112	1.8	31,000	132,500	113,890	1.2	277.2
Oklahoma	44,088	1,601	100	3.9	14,100	85,300	45,700	2.6	50.1
Oregon	61,599	32,235	88	52.5	16,300	72,800	58,450	2.5	2.3
Pennsylvania	28,804	695	279	3.4	34,200	144,500	125,900	1.2	148.4
Rhode Island	677	6	11	2.5	1,400	8,100	4,620	0.8	476.5
South Carolina	19,374	1,198	81	6.6	7,600	35,000	23,670	1.0	27.4
South Dakota	48,882	3,148	90	6.6	4,000	22,200	15,250	3.1	6.9
Tennessee	26,728	1,863	167	7.6	21,800	101,800	72,280	2.1	50.1
Texas	168,218	3,549	194	2.2	57,600	266,600	197,650	1.7	71.2
Utah	52,697	33,373	96	63.5	16,600	72,500	58,840	4.3	2.2
Vermont	5,937	320	177	8.4	2,900	11,300	10,730	2.1	22.7
Virginia	25,496	2,429	50	9.7	16,300	64,300	53,870	1.1	25.9
Washington	42,694	12,155	220	29.0	19,100	105,600	64,170	2.3	8.5
West Virginia	15,411	1,117	150	8.2	9,800	43,200	32,240	2.1	34.1
Wisconsin	35,011	1,900	121	5.8	16,900	91,000	64,900	1.9	45.0
Wyoming	62,343	30,731	123	49.5	3,800	20,200	13,750	3.7	0.7
U.S. Total	2,271,343	732,044	9,936	32.7	803,000	3,815,000	$2,861,000	1.6	5.1

Note: Includes competition motorcycles and all-terrain vehicles.

Source: (1) Statistical Abstract of the United States, 1984, U.S. Department of Commerce, Bureau of Census. Includes state park and recreation areas only.

(2) Derived from MIC Manufacturers Shipment Reporting System, 1984 Annual Report.

(3) 1984 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.

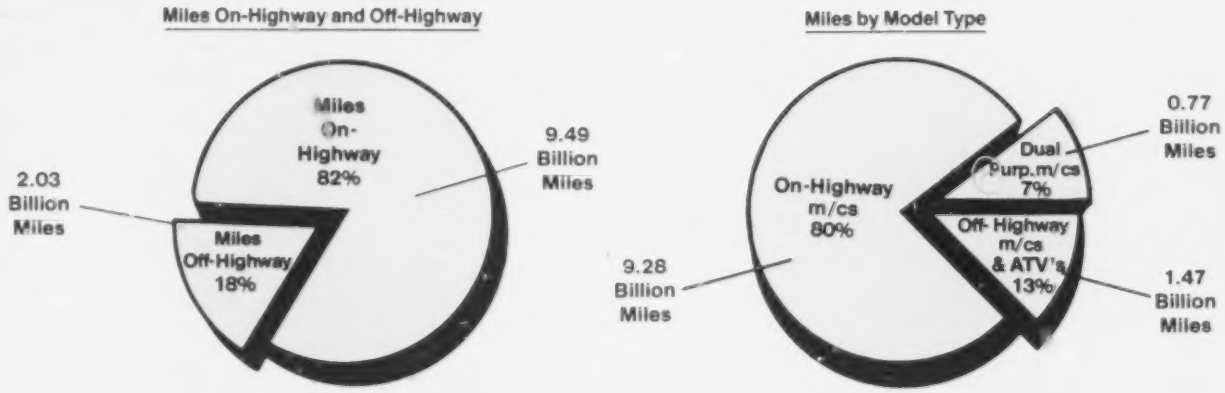
(4) Derived from "Economic Value of the Motorcycle Retail Marketplace," Page 11, 1985 Motorcycle Statistical Annual, Motorcycle Industry Council, Inc., Costa Mesa, CA. Includes retail sales of motorcycles and ATV's (new and used) and parts and accessories, dealer servicing, product advertising, vehicle financing charges, insurance premiums, dealer personnel salaries, state sales and dealer personal income taxes, and vehicle registration fees.

MOTORCYCLE MILES TRAVELED ON AND OFF-HIGHWAY, MILEAGE BY MODEL TYPE

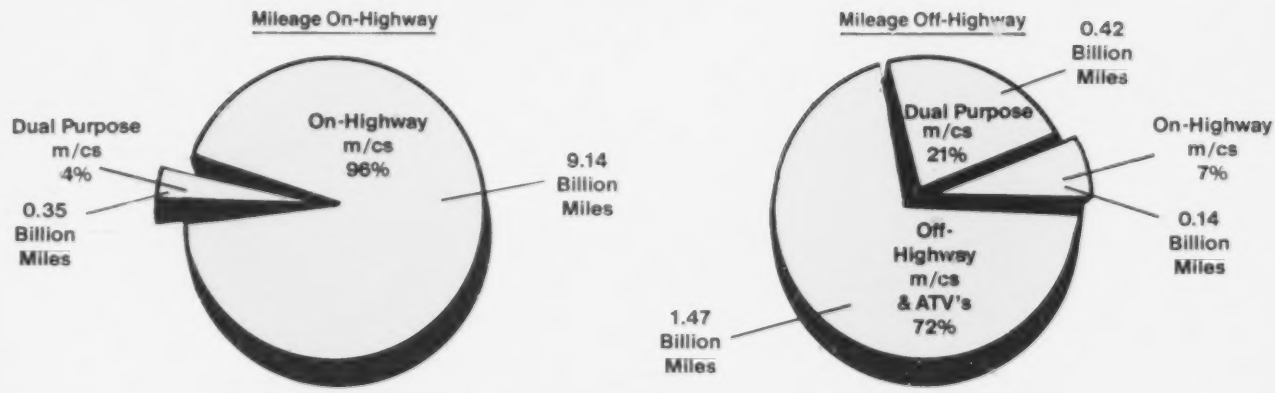
It is estimated that the 7.05 million motorcycles and ATV's in use traveled roughly 11.5 billion miles (including miles traveled off-highway), compared to an estimated 1,715 billion miles traveled by all other motor vehicles in 1984. 82% of the total motorcycle mileage in 1984 was on public highways and the remaining 18% was off-highway. On-highway motorcycles accounted for the majority (80%) of motorcycle travel, while travel by dual purpose and off-highway motorcycles, including ATV's, represented 7% and 13% respectively.

The majority (96%) of motorcycle mileage on public roads was accumulated by on-highway motorcycles, while only 4% of the mileage was traveled by dual purpose motorcycles. Off-highway motorcycles and ATV's accumulated almost three fourths (72%) of the miles traveled off-highway, and the remaining one fourth was divided between dual purpose motorcycles with 21% and on-highway motorcycles with 7%.

11.5 BILLION MOTORCYCLE MILES TRAVELED IN 1984



ON & OFF-HIGHWAY MILEAGE BY MODEL TYPE



Source: Derived by the Motorcycle Industry Council from the following sources:
1984 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.
1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.

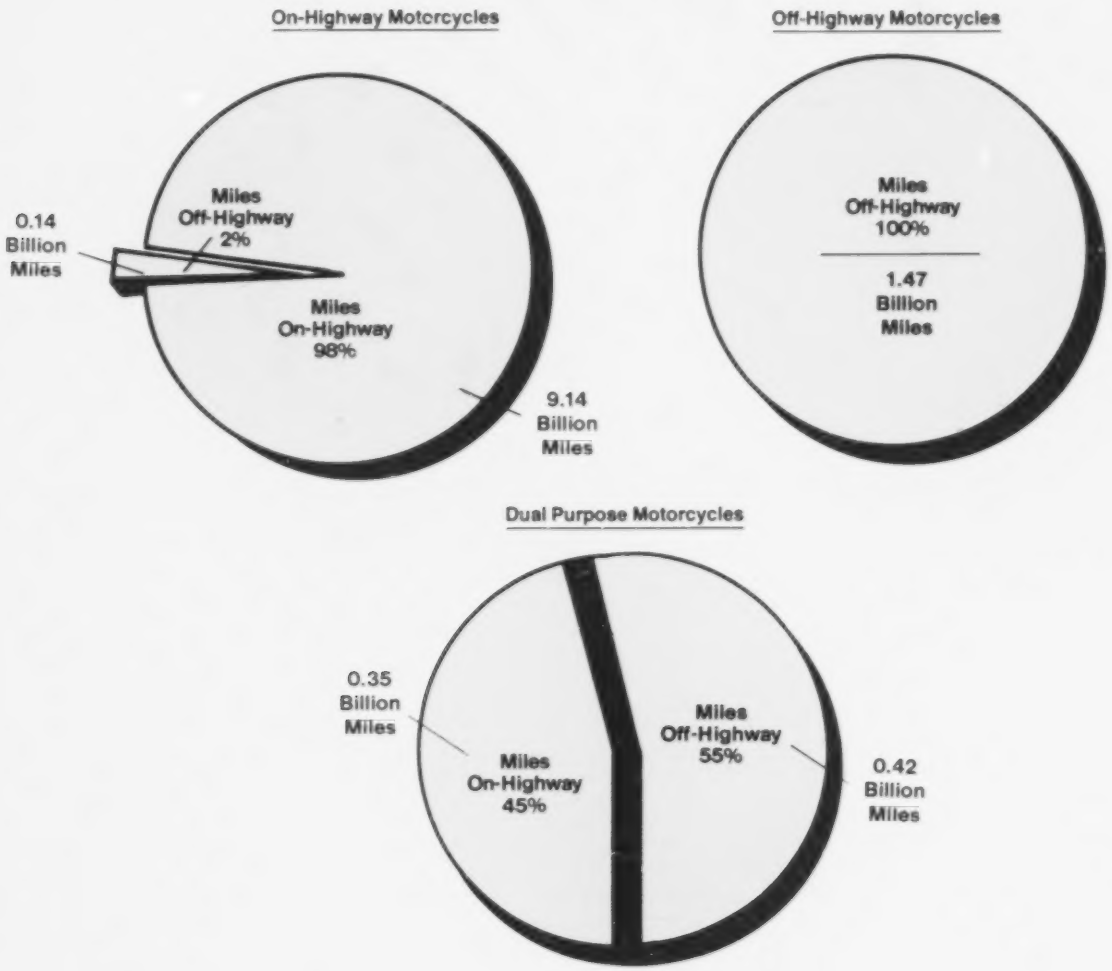
MOTORCYCLE MILES TRAVELED, MODEL TYPE By ON AND OFF-HIGHWAY MILEAGE

Of the total miles traveled by on-highway motorcycles in 1984, it is estimated that 98% was on public hignways and the remaining 2% off-highway.

It is assumed that all of the mileage by off-highway motorcycles and ATV's was off public roads since these vehicles do not comply with the Federal Motor Vehicle Safety Standards for use on public roads.

Mileage by dual purpose motorcycles was slightly greater off-highway (55%) than mileage on-highway (45%) in 1984.

ON & OFF-HIGHWAY MILEAGE BY MODEL TYPE



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MOTORCYCLE AVERAGE ANNUAL MILEAGE AND COMMUTING

In 1984 motorcycles ridden on-highway traveled an average of 2,510 miles. On-highway motorcycles tend to travel more than three times the distance traveled by dual purpose motorcycles on public highways. Motorcycles and ATV's ridden off-highway traveled an average of 533 miles in 1984. Off-highway motorcycles and ATV's tend to travel farther off-highway than dual purpose and on-highway motorcycles.

The majority of on-highway (83%) and off-highway (72%) riding occurred in the spring and summer. Riding in rural areas accounted for nearly half (48%) of the miles ridden on-highway and over three fourths (79%) of the miles ridden off-highway. Weekend riding accounted for half (51%) of on-highway riding and three fifths (61%) of off-highway riding.

Of the 4.0 million motorcycles used on-highway, an estimated 2.75 million were used to commute to work or school at some time in 1984.

AVERAGE ANNUAL MILEAGE TRAVELED IN 1984

Average Annual Mileage Traveled in 1984	Total Motorcycles	On-Highway Motorcycles	Off-Highway Motorcycles & ATV's	Dual Purpose Motorcycles
On-Highway	2,510	2,713	—	850
Off-Highway	533	294	611	454

ANNUAL MILEAGE BY SEASON, RIDING AREA, WEEKENDS, DAYLIGHT

	Average % of Annual Mileage*	
Season	**On-Highway**	**Off-Highway**
In Spring	27%	25%
In Summer	56%	47%
In Fall	20%	17%
In Winter	9%	10%
Riding Area		
In Major Cities	27%	8%
In Suburban Areas	34%	17%
In Rural Areas	48%	79%
Weekend/Daylight Riding		
On Weekends	51%	61%
During Daylight Hours	78%	N/A

*Percentages are mean averages and therefore do not always add up to 100%.

MOTORCYCLE COMMUTING

Motorcycles Used to Commute to Work or School in 1984 (at some time)	2,747,000
Average Days Commuted in 4 Week Period	8 Days
Average Miles Commuted Round Trip	20 Miles

Source: 1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.
1984 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.

MOTORCYCLE SCRAPPAGE AND OPERABILITY RATE

The number of motorcycles and ATV's retired from use, or scrapped, in 1984 is estimated to be 1.2 million or 16.7% of the 1983 population in use.

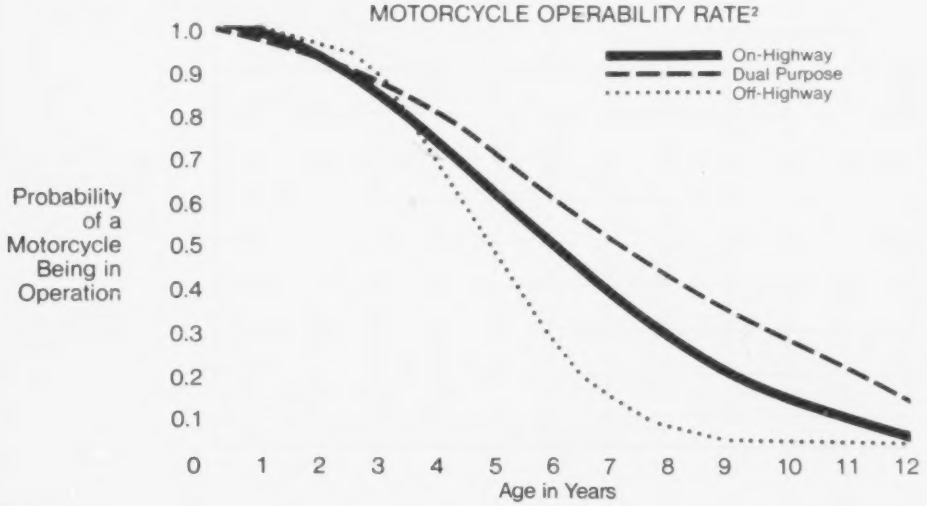
A key factor in determining average annual mileage is the motorcycle operability rate, the probability of a motorcycle being operable after a given number of years, because of the decrease in annual mileage as the vehicle ages. It is estimated that 3 in every 5 motorcycles are operable after 4.5 years and the median operable life of a motorcycle is about 6 years.

MOTORCYCLES RETIRED FROM USE OR SCRAPPED IN 1984

Year Sold New	Est.[1] Retail Sales (000's)	Operability[2] Rate '83	Operability[2] Rate '84	Estimated[1] Population In Use (000's) '83	Estimated[1] Population In Use (000's) '84	Estimated Number Retired From Use or Scrapped In 1984 (000's)	
1984	1,230		.998		1,227	0	
1983	1,085	.997	.985	1,082	1,069	13	
1982	880	.985	.934	867	822	45	
1981	979	.937	.830	917	813	104	
1980	972	.842	.731	818	711	107	
1979	1,004	.721	.588	724	590	134	
1978	921	.581	.445	535	410	125	
1977	1,031	.466	.338	480	348	132	
1976	1,053	.349	.271	367	285	82	
1975	940	.259	.184	243	173	70	
1974	1,200	.212	.153	254	184	70	
1973	1,520	.156	.119	237	181	56	
Before 1973				466	237	229	— 16.7% of 1983 Motorcycle Population
				6,990	7,050	1,167	

Note: The operability rates shown above are composites of the operability rates by model type and will vary each year according to the motorcycle population by model type. Mopeds and nopeds are excluded from retail sales estimates.

MOTORCYCLE OPERABILITY RATE



Age	Operability Rate On-Hwy.	Operability Rate Dual Purpose	Operability Rate Off-Hwy.
0.5	.995	.994	.998
1.5	.957	.954	.973
2.5	.885	.890	.891
3.5	.788	.808	.744
4.5	.675	.715	.551
5.5	.556	.619	.351
6.5	.441	.523	.188
7.5	.336	.432	.082
8.5	.246	.349	.029
9.5	.173	.277	.008
10.5	.118	.215	.002
11.5	.077	.163	.000

Source: [1] 1984 Estimated Motorcycle Population and Usage, Motorcycle Industry Council, Inc., Costa Mesa, CA.
[2] Motorcycle Survival Rate Model, an analysis of the data from the 1980 Survey of Ownership and Usage by Burke Marketing Research, Inc., Cincinnati, Ohio, July 1981.

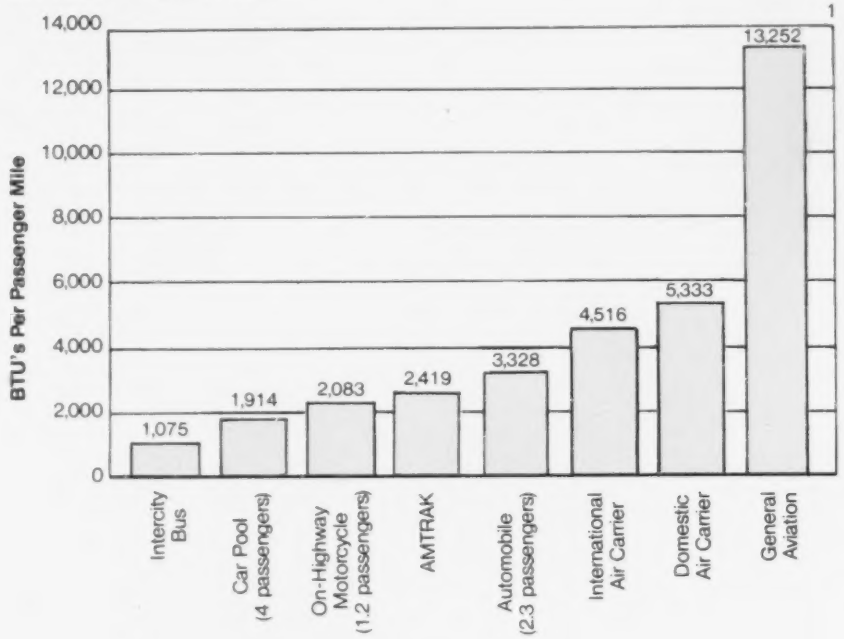
ON-HIGHWAY MOTORCYCLE ENERGY USE

Motorcycles used on-highway are very energy-efficient. Motorcycles used on-highway use much less energy than automobiles, trains, and aircraft on a BTU per passenger mile basis (the number of British Thermal Units required for one person to travel one mile). Only intercity buses and four passenger car pools are more efficient.

Motorcycles used on-highway are twice as fuel-efficient as most new cars and three and one half times as efficient as average cars in the motor vehicle population.

ENERGY USE PER PASSENGER MILE

[1]



1985 MOTORCYCLE FUEL ECONOMY FIGURES

[2]

Engine Displacement	Estimated Average Miles Per Gallon*	
	On-Highway Motorcycles	Dual Purpose Motorcycles
Under 125 cc	112	120
125-349 cc	82	98
350-449 cc	41	69
450-749 cc	50	60
Over 749 cc	41	—

* Derived from manufacturer exhaust emission test results. The U.S. EPA requires manufacturers to certify exhaust emissions for all 50 cc and greater on-highway and dual purpose motorcycles. The EPA does not require fuel economy testing for motorcycles. However, fuel economy figures can be derived from the exhaust emission test results. MPG figures were derived in this way from 69, 1985 test vehicles representing over 80 models, produced by the four leading manufacturers which represent about 95% of the motorcycle sales nationwide.

Source: [1] National Transportation Statistics, U.S. Department of Transportation, Washington, D.C., August 1984.
[2] MPG figures derived from tests performed by manufacturers in accordance with the U.S. EPA motorcycle exhaust emission certification test procedures.

OPERATING AND OWNERSHIP COSTS OF THE MOTORCYCLE AND AUTOMOBILE

The estimated annual costs of operating and owning a motorcycle ($867) in 1984 were substantially less than that for an intermediate size automobile ($3,547).

The annual operating costs of gasoline, repairs and maintenance are estimated to be five times greater for an intermediate automobile ($1,177) than for the average street motorcycle ($257).

Ownership costs of depreciation, insurance, registration and titling for an intermediate automobile ($2,370) are estimated to be almost four times the cost for the average street motorcycle ($610).

1984 ANNUAL OPERATING AND OWNERSHIP COSTS AUTOMOBILE VS. MOTORCYCLE

	Intermediate Automobile	Motorcycle (500-650 cc Street)
Operating Costs	$1,177	$257
Gasoline & Oil	$ 873	$ 72
Repairs & Maintenance	281	165
Tires	23	20
Ownership Costs	$2,370	$610
Depreciation	$1,489	$250
Insurance	732	350
Registration & Titling	149	10
Total Annual Cost	$3,547	$867

Source for automotive costs (averaging 13,000 miles per year over 4 years):
Cost of Owning and Operating Automobiles and Vans 1984, U.S. Department of Transportation, Federal Highway Administration.
Source for motorcycle costs (500-650 cc street motorcycle averaging 2,700 miles per year over 4 years):
Gasoline: based on 52 MPG At $1.39 per gallon.
Maintenance and Repairs: 1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.
Tires: Based on the purchase of one tire at a cost of $80 over the four year period.
Depreciation: N.A.D.A. Motorcycle Appraisal Guide, May-August 1984, National Automobile Dealers Assn.
Insurance based on a survey of a sample of companies. Includes coverage for comprehensive, collision and property damage and liability.
Registration & Titling: Polk's Motor Vehicle Registration Manual, R.L. Polk & Co., Detroit, Michigan.

MOTORCYCLE RIDER EDUCATION PROGRAMS

It has become apparent in recent years that rider education and training are important steps in motorcycle accident prevention. Motorcycle accident statistics indicate that a substantial percentage of such accidents involve riders with limited experience and training.

Prior to 1973 there were few organized education and training programs to instruct beginners in safe motorcycle operation. Since 1973, the Motorcycle Safety Foundation (MSF), a private nonprofit traffic safety organization, has been successful in developing a motorcycle rider education program which includes instructor preparation and classroom and on-cycle rider instruction and is available to the public, as well as private, schools and organizations.

MOTORCYCLE SAFETY FOUNDATION RIDER EDUCATION PROGRAMS

The Motorcycle Safety Foundation's rider education program curriculum, known as the *Motorcycle Rider Course* (MRC), is research-based and field-tested, and offers the latest in teaching techniques and instructional guidelines, as well as providing a complete set of educational materials.

Introduced late in 1976, the MRC is used by private community and military motorcyclist groups in 47 states. The experienced rider course, the Better Biking Program, is also available. For the nearest course location, call toll free (800) 447-4700.

Qualified Instructors play an important part in the implementation and success of a rider education course. In a cooperative endeavor with MSF Chief Instructors, close to 11,800 Instructors have been trained since 1973. Each Instructor completes a minimum of 50 hours instruction which includes performance evaluation both as a teacher and a motorcycle rider.

Motorcycle manufacturers and distributors cooperate by making motorcycles available for student use in the MRC training programs. More than 3,400 motorcycles were loaned free of charge to qualifying sponsors in 1984.

Through these combined efforts motorcyclists have an opportunity to learn to ride safely. Courses meeting MSF standards (including a minimum of 15 hours of instruction both in the classroom and on-cycle) have prepared nearly 340,000 students since the program originated in 1973.

Many such courses are now supported, in part, with funds generated by state legislation. The Foundation's goal is to continue this quality rider education effort for the benefit of the motorcycle riding public.

Instructor Preparation

135 Chief Instructors prepared instructors with MSF materials in 1984.

11,798 Instructors have been prepared with MSF assistance since 1973.

Rider Education Programs

Nearly 340,000 students have completed courses meeting MSF standards since 1973.

463 sites offered quality rider education courses in 1984. 344 were public sites and 119 were military sites.

The MSF rider education program has been implemented in 49 states.

Source: Motorcycle Safety Foundation, Costa Mesa, California.

STATE MOTORCYCLE RIDER EDUCATION PROGRAMS

Many state motorcycle rider education programs are supported, in part, with funds provided by state legislation. In recent years a number of states have recognized the benefits of motorcycle rider education, and have enacted legislation to provide state funding for motorcycle safety programs. Thus far, 19 states have passed motorcycle rider education legislation. State funded rider education programs are supported by motorcyclists through motorcycle license or registration fees, or from special legislative appropriations.

Some states also supplement their programs with federal highway safety funds. During 1984, 8 states obligated federal "402" funds for motorcycle safety program administration.

STATE MOTORCYCLE RIDER EDUCATION PROGRAMS

State	MSF Recognized Rider Education Sites in 1984	MSF Rider Education Course Graduates In 1984	MSF Rider Education Instructors Active In 1984	State Legislation For Rider Education Programs (Effective Date)	Estimated Annual State Funding	Federal Funding For Rider Education Programs
Alabama	16	1,310	82	No	None	No
Alaska	0	0	3	No	None	No
Arizona	9	1,033	73	Yes (7/24/81)	$ 76,000	No
Arkansas	4	458	42	No	None	No
California	50	10,228	424	No	None	No
Colorado	10	1,021	57	No	None	Yes
Connecticut	5	503	46	Yes (7/1/82)	$150,000	No
Delaware	1	227	11	Yes (7/1/85)	$ 55,000	No
Florida	29	5,153	164	No	None	Yes
Georgia	7	763	34	Yes (1/1/85)	$450,000	No
Hawaii	4	450	35	No	None	No
Idaho	2	336	10	No	None	No
Illinois	5	7,656	270	Yes (1/1/82)	$1.1 mil.	No
Indiana	12	553	101	No	None	Yes
Iowa	23	3,995	192	No	None	Yes
Kansas	16	687	72	Yes (9/1/82)	$ 90,000	No
Kentucky	4	1,291	20	No	None	No
Louisiana	4	653	33	No	None	No
Maine	3	294	17	No	None	No
Maryland	8	947	53	Yes (7/1/83)	$600,000	No
Massachusetts	7	526	44	No	None	No
Michigan	21	3,019	125	Yes (1/1/84)	$750,000	No
Minnesota	23	928	95	Yes (7/1/82)	$300,000	No
Mississippi	5	708	24	No	None	No
Missouri	5	525	54	No	None	No
Montana	2	28	6	No	None	No
Nebraska	2	406	53	Yes (8/15/81)	$ 85,000	No
Nevada	2	320	24	No	None	No
New Hampshire	1	82	15	No	None	No
New Jersey	5	248	39	No	None	No
New Mexico	5	1,011	62	Yes (7/1/83)	$120,000	No
New York	16	1,595	191	No	None	Yes
North Carolina	3	226	33	No	None	No
North Dakota	11	1,310	43	Yes (1/1/80)	$125,000	No
Ohio	5	486	67	No	None	No
Oklahoma	4	306	45	No	None	No
Oregon	4	674	33	Yes (10/15/83)	$150,000	No
Pennsylvania	24	1,368	159	Yes (7/1/84)	$1 mil.	Yes
Rhode Island	1	2,686	17	No	None	No
South Carolina	5	1,451	27	No	None	Yes
South Dakota	1	672	44	Yes (7/1/82)	$ 50,000	No
Tennessee	4	163	45	No	None	No
Texas	40	1,681	308	Yes (9/1/83)	$232,000	No
Utah	3	666	12	No	None	Yes
Vermont	2	14	6	No	None	No
Virginia	15	2,919	112	Yes (5/1/85)	$240,000	No
Washington	14	1,218	122	Yes (7/1/83)	$ 90,000	No
West Virginia	3	36	6	No	None	No
Wisconsin	16	858	114	Yes (5/1/82)	$168,000	No
Wyoming	2	132	5	No	None	No
U.S. Total	463	63,820	3,669			

Source: Motorcycle Safety Foundation, Costa Mesa, California.

STATE MOTORCYCLE OPERATOR LICENSING PROGRAMS

Each year the Motorcycle Safety Foundation surveys the licensing authorities of all 50 states and the District of Columbia on motorcycle operator licensing programs.

The table below summarizes the use of MSF materials in the state motorcycle operator licensing programs. The Foundation's licensing department provides technical assistance and examiner training for states adopting the MOST and the alternate test.

1985 STATE MOTORCYCLE OPERATOR LICENSING PROGRAMS

1985 STATE	TYPE OF SKILL TEST	MOM ADOPTION	MOM KNOWLEDGE TEST ADOPTION	SHARING THE ROAD WITH MOTORCYCLES ADOPTION	NUMBER OF MOTORCYCLE TESTING SITES	NUMBER OF DRIVER LICENSE EXAMINERS	NUMBER OF LICENSED DRIVERS (AS OF 12/31/83)	NUMBER OF LICENSED MOTORCYCLE OPERATORS (AS OF 12/31/83)	STATE
Alabama	None	Yes	Yes	Yes	N/A	112	2,427,595	9,234	Alabama
Alaska	MOST/Alternate	Yes	Yes	Yes	29	35	349,203	23,080	Alaska
Arizona	MOST	Yes	Yes	No	78	104	2,279,372	137,107	Arizona
Arkansas	Off-Street	No	No	Yes	106	30	1,723,898	58,000	Arkansas
California	MOST[1]/Alternate[1]/Off-street	Yes	Yes	No	154	506	16,656,295	733,997	California
Colorado	Off-street/On-street	Yes	Yes	Yes	87	160	2,238,182	212,892	Colorado
Connecticut	MOST	Yes	Yes	Yes	16	24	2,094,920	156,157	Connecticut
Delaware	Alternate	Yes	Yes	Yes	4	18	443,004	34,540	Delaware
D.C.	MOST/Alternate	No	No	Yes	1	10	361,871	8,245	D.C.
Florida	MOST/Alternate	Yes[2]	Yes[2]	No	67	765	8,987,493	N/A	Florida
Georgia	MOST/Alternate	No	No	No	56	140	4,500,000	110,781	Georgia
Hawaii	Off-street/On-street	No	No	No	14	31	574,533	17,193	Hawaii
Idaho	None	No	No	No	N/A	44	648,108	N/A	Idaho
Illinois	Off-street/On-street MOST/Alternate[2]	No	No	No	121	351	7,293,788	534,492	Illinois
Indiana	Alternate	Yes	Yes	No	37	89	3,500,00	193,946	Indiana
Iowa	Off-street	No	No	No	136	36	1,998,982	268,622	Iowa
Kansas	Alternate	Yes	Yes	Yes	113	157	1,200,000	193,788	Kansas
Kentucky	Off-street/On-street	No	No	Yes	120	62	2,185,653	N/A	Kentucky
Louisiana	Off-street	No	No	No	80	400	3,300,000	N/A	Louisiana
Maine	Alternate MIT[1] In-traffic	No	No	Yes	27	32	770,240	75,379	Maine
Maryland	Alternate	No	Yes	Yes	25	112	2,603,694	162,971	Maryland
Massachusetts	On-street	No	No	Yes	34	146	3,759,085	220,950	Massachusetts
Michigan	Alternate[2] Off-street	Yes[2]	No	Yes	61	851	6,337,963	486,538	Michigan
Minnesota	Most / Alternate On-street[2]	Yes	No	Yes	99	86	2,859,965	251,508	Minnesota
Mississippi	None	Yes	No	Yes	N/A	47	1,736,051	N/A	Mississippi
Missouri	Off-street	Yes	Yes	No	125	146	3,378,247	240,139	Missouri
Montana	MOST/Alternate	Yes	Yes	Yes	58	21	640,000	61,000	Montana
Nebraska	MIT	Yes	Yes	Yes	94	60	1,113,362	65,499	Nebraska
Nevada	MOST/Alternate	Yes	Yes	Yes	8	18	674,432	56,210	Nevada
New Hampshire	Alternate	No	No	Yes	14	23	703,000	85,000	New Hampshire
New Jersey	Off-street/On-street	Yes	No	No	22	76	4,900,221	203,165	New Jersey
New Mexico	Most[2]/ Off-street	Yes	Yes	Yes	72	33	375,068	14,279	New Mexico
New York	MOST[1]/ On-Street	Yes	Yes[1]	No	54	145	9,609,780	411,713	New York
North Carolina	Off-street	No	No	No	193	334	3,968,351	170,957	North Carolina
North Dakota	Alternate	Yes	Yes	Yes	65	25	431,740	33,839	North Dakota
Ohio	Off-street	Yes	No	No	67	163	8,400,000	510,000	Ohio
Oklahoma	MIT[2]	Yes	Yes	Yes	73	61	2,174,350	8,807	Oklahoma
Oregon	MOST/Alternate On-street	Yes	Yes	No	54	120	1,800,000	250,000	Oregon
Pennsylvania	Off-street	Yes	Yes	No	79	100	744,284	430,976	Pennsylvania
Rhode Island	Off-street/On-street	No	No	No	4	7	603,176	50,515	Rhode Island
South Carolina	Off-street	No	Yes[2]	Yes	46	120	2,038,025	52,846	South Carolina
South Dakota	MOST/Alternate	Yes	Yes	Yes	88	47	510,898	N/A	South Dakota
Tennessee	MOST[2]/Alternate[2] On-street	Yes	Yes	No	100	218	2,958,461	187,700	Tennessee
Texas	On-street	Yes	Yes	No	34	337	10,689,207	N/A	Texas
Utah	MOST,	Yes	Yes	No	15	56	990,000	162,411	Utah
Vermont	Alternate	Yes	No	Yes	11	15	372,879	41,850	Vermont
Virginia	MOST[2]/Off-street/On-street	Yes	Yes	No	123	146	3,682,781	214,342	Virginia
Washington	Alternate	Yes	Yes	Yes	57	252	2,867,032	255,523	Washington
West Virginia	None	No	No	No	N/A	41	1,603,704	N/A	West Virginia
Wisconsin	MIT/MOST Alternate	Yes	Yes	Yes	122	180	3,123,649	247,636	Wisconsin
Wyoming	Off-street	Yes	Yes	Yes	38	122	398,532	40,237	Wyoming

1. In some sites as a pilot or research project
2. Some sites
3. Only 14 and 15 year olds licensed
4. Effective 10/1/84

MOST - Motorcycle Operator Skill Test
Alternate - Alternate MOST
MIT — Motorcycle In-Traffic Test
Alternate MIT
P - Partial

The Motorcycle Operator Skill Test (MOST)

Nearly three years of research resulted in the development of a new motorcycle operator testing procedure. Research shows the test works. In comparison with an existing state test, the Motorcycle Operator Skill Test (MOST) showed a 15 percent reduction in accidents. When coupled with a rider training program, accidents were reduced 21 percent.

The MOST contains nine exercises that test the skills riders need to operate safely in traffic. Since the test only requires an area 50 x 125 feet, it can be set up in a parking lot.

The Motorcycle Operator Manual (MOM)

In addition to the skill test, a new manual is available for motorcycle operators. The Motorcycle Operator Manual (MOM) includes information on proper protective gear, handling different road surfaces and reacting to emergencies. Licensed applicants in a study group increased their knowledge 15 percent by reading the manual. MSF provides free negatives to states adopting the manual.

The Motorcycle Knowledge Test

The Motorcycle Knowledge Test was developed from the contents of the Motorcycle Operator Manual. Using multiple choice questions and line drawings, the test emphasizes areas critical to safe riding. MSF will provide the test on slides for states using automated testing machines.

The Alternate Skill Test

The MOST has been proven to be effective. Some states however, do not have enough space available to adopt the MOST. The alternate skill test was developed specifically for these areas. It includes modified portions of important exercises in the MOST along with other basic control exercises.

The "Sharing The Road With Motorcycles" Supplement

Studies have shown that most motorcycle accidents are caused by drivers of other vehicles. The MSF has developed a supplement for state driver's manuals titled, "Sharing The Road With Motorcycles." The supplement gives other drivers information on conditions and situations commonly faced by motorcyclists.

This information was assembled by the Motorcycle Safety Foundation licensing department. Licensing authorities in all 50 states and the District of Columbia were directly contacted by MSF for an update on the information listed in this chart.

Although this information was obtained from the most authoritative sources available as of September 1984, the Motorcycle Safety Foundation is not responsible for its accuracy or completeness.

Source: Cycle Safety Info, State Motorcycle Operator Licensing — 1985, Motorcycle Safety Foundation, Costa Mesa, California.

STATE MOTORCYCLE OPERATOR LICENSING PROCEDURES

Program efforts and improvements in licensing as well as education are needed to help reduce motorcycle accidents, deaths and injuries. The Motorcycle Safety Foundation has aided in this effort through research (i.e., development of improved motorcycle operator licensing examinations) and the training of state licensing personnel.

Current licensing requirements and procedures by state, for 1985, are outlined below. Nearly all states require a special motorcycle license or endorsement for all individuals regardless of age, have a special knowledge test for motorcycle operators, and inspect the motorcycle or check for a valid inspection sticker. The minimum age for obtaining a motorcycle license ranges from 14 to 18.

1985 STATE MOTORCYCLE OPERATOR LICENSING PROCEDURES

1985 STATE	SPECIAL LICENSE OR ENDORSEMENT	LEARNER'S PERMIT	DURATION OF LICENSE	MINIMUM AGE WITH DRIVER EDUCATION	MINIMUM AGE WITHOUT DRIVER EDUCATION	MOTORCYCLE SAFETY EDUCATION A PREREQ. USITE TO LICENSING	MOTORCYCLE KNOWLEDGE TEST	OFF-ROAD SKILL TEST	IN TRAFFIC SKILL TEST	CYCLE INSPECTED	RIDER GEAR INSPECTED	REEXAMINATION REQUIRED	Reexamined for: Vision	Knowledge	Off-Street	In-Traffic
Alabama	Yes[1,14]	No	4	14	14-16[16]	No	Yes	No	No	No	No	No	Yes	Yes	No	No
Alaska	Yes	2 yrs	5		14-16 150cc or less	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No
Arizona	Yes	6 mo	4	16	16	No	Yes	Yes	No	Yes	E, H[1]	Yes	Yes	Yes[2]	Yes[2, 3]	No
Arkansas	Yes	No	2/4	16	16	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No
California	Yes	1 yr	4	16	18	No	Yes	Yes	Yes[4]	No	No	Yes	Yes	Yes	No	No
Colorado	Yes	180 dys	4	16	16[5]	No	Yes	Yes[17]	Yes[17]	Yes	E	Yes	Yes	No	No	No
Connecticut	Yes	60 dys	4	16	18	No	Yes	Yes	Yes	Yes	E	No	No	No	No	No
Delaware	Yes	60 dys	4	16	18	No	Yes	Yes	No	Yes	Yes	No	Yes	No	No	No
D.C.	Yes	60 dys	4	16	16	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
														70-74	70-74	70 +
Florida	Yes	No	4		15[9]	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Georgia	Yes	6 mo	4	16	16	No	Yes	Yes	Yes	Yes	H	Yes	Yes	No	No	No
Hawaii	Yes	90 dys	2/4	15	15	No	Yes	Yes	Yes	Yes	H[1]	Yes	Yes	Yes	No	No
Idaho	No	No	N/A	14	16	No	No	No	No	No	No	Yes	Yes	No	No	No
Illinois	Yes	1 yr	3	16[7]	18	No	Yes	Yes	Yes	Yes	E	Yes[6]	Yes	Yes	No	No
Indiana	Yes	Yes	2/4	15	16	No	Yes	Yes	No	No	No	Yes	Yes	Yes	No	No
					1 mo											
Iowa	Yes	2 yrs	2/4	16	18	Yes[1]	Yes	Yes	Yes[4]	Yes	No	Yes	Yes	Yes[2]	Yes[2]	Yes[10]
Kansas	Yes	6 mo	4	14	14[11]	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No
Kentucky	Yes	60 dys	2/4	16	16	No	Yes	Yes	Yes[4]	Yes	Yes	No	No	No	No	No
Louisiana	Yes	No	4	15	15	No	Yes	Yes	No	Yes	No	No	Yes	No	No	No
Maine	Yes	1 yr	4[26]	16	17	Under 17	Yes	No	Yes	Yes	No	No	Yes	No	No	No
Maryland	Yes	90 dys	4	16	18	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Massachusetts	Yes	1 yr	4	16½	17	No	Yes	Yes	Yes	Yes	Yes	No	Yes[12] 4 yrs	No	No	No
Michigan	Yes	150 dys	4	16	18	Yes[1, 13]	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Minnesota	Yes	45 dys	4	16	18	Yes[1]	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Mississippi	No	60 dys	N/A	15	15	No	Yes	No	No	Yes	Yes	No	No	No	No	No
Missouri	Yes	60 dys	3	16	16	No	Yes	Yes	No	Yes	Yes	Yes[21]	Yes	No	No	No
Montana	Yes	6 mo	4	15	16	No	Yes	Yes	Yes	Yes	H	Yes	Yes	No	Yes[3]	Yes[3]
Nebraska	Yes	1 yr	4	16	16	No	Yes	No	Yes	No	No	Yes	Yes	Yes	No	Yes
Nevada	Yes	8 mo	4	16	16	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes[2]	Yes[2]	No
New Hampshire	Yes	30 dys	4	16	18	No	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No
New Jersey	Yes	90 dys	2	17	17	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes every 10 yrs	No	No	No
New Mexico	Yes	6 mo	4	15	16	No	Yes	Yes[17]	Yes[17]	Yes	Yes[4]	Yes	Yes[12] 2 yrs	No	No	No
New York	Yes	1 yr	4	16	16[18]	No	Yes	Yes[17]	Yes	Yes	Yes	Yes[18]	Yes	Yes	No	No
North Carolina	Yes	No	4	16	18	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
North Dakota	Yes	6 mo	4	14[19]	16	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	No	No
						Under 16										
Ohio	Yes	6 mo	4	16	18	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No
Oklahoma	No	No	2	14	14[20]	No	Yes[25]	No	Yes[25]	Yes[25]	Yes[25]	No	No	No	No	No
Oregon	Yes	Yes	4	16	16	No	Yes	Yes	Yes[17]	Yes	H	No	No	No	No	No
Pennsylvania	Yes	120 dys	2/4		16	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Rhode Island	Yes	90 dys	2	16	18	Yes New Only	Yes	Yes	No	Yes	No	Yes	Yes	No	No	No
South Carolina	Yes	6 mo	4	15	15	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	No	No
South Dakota	Yes	No	4		14	No	Yes	Yes	No	Yes	Yes	Yes[21]	No	No	No	No
Tennessee	Yes	No	2/4	16	16[22]	No	Yes	Yes	Yes	Yes	No	No	No	No	No	No
Texas	Yes	1 yr	4	15[23]	18	Yes	Yes	No	Yes	Yes	H[1]	Yes	Yes	No	No	No
						Under 18										
Utah	Yes	60 dys	4	16	16	No	Yes	Yes	No	No	No	Yes	Yes	Yes	No	No
Vermont	Yes	60 dys	2/4	16	18	No	Yes	Yes	No	Yes	Yes	No	No	No	No	No
Virginia	Yes	1 yr	4	16	18	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Washington	Yes	1 yr	4	16	18	No	Yes	Yes 2 whl	Yes 3 whl or sidecar	Yes	Yes	Yes	Yes	No	Yes[3]	Yes[3]
West Virginia	No	60 dys	N/A	16	16	No	No	No	No	Yes	Yes	No	No	No	No	No
Wisconsin	Yes	6 mo	2/4	16	18	No	Yes	Yes[26]	Yes[17] Yes[26]	Yes	No	Yes[18]	Yes[18] 2 yr	Yes[18]	Yes[18]	Yes[18]
Wyoming	Yes	1 yr	4		16	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes[3]	No

E—Eye Protection
H—Helmet

1 Under age 18
2 If driving record warrants
3 At examiner's discretion
4 "Motorcycle only" applicants
5 Permit issued at 15½ if enrolled in approved course
6 Restricted to five brake horsepower—knowledge test only
7 Age 16-17 restricted to less than 150cc
8 Age 69 and older required to pass complete exam every 3 years.
9 New applicants or expirations of one year or more. Those with motorcycle education have test waived except for 10% random select
10 Not normally administered
11 Age 14-15 restricted to and from work and school
12 Each renewal
13 After failing skill test twice (effective 1/1/84)
14 Age 14 for motor driven cycle license; age 16 for motorcycle license
15 Age 14 for motor driven cycle, age 16 for motorcycle license
16 Class 8 (16-18) motorcycle license or permit not valid in New York City, Nassau County has special restrictions
17 Select sites only
18 Only if there is a legitimate complaint against operator ability
19 Under 16 restricted to 200cc or less
20 Age 14 to 15 restricted to 125cc or less
21 Only when expired or revoked
22 Age 14-16 restricted to five brake horsepower or less
23 Age 15 restricted to not more than 125cc
24 After age 65, every 2 years
25 Age 14-15 and motorcycle-only applicants
26 New applicants or expirations of one year or more. Those with Motorcycle education may have test waived.

This information was assembled by the Motorcycle Safety Foundation licensing department. Licensing authorities in all 50 states and the District of Columbia were directly contacted by MSF for an update on the information listed in this chart.

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Source: Cycle Safety Info, State Motorcycle Operator Licensing — 1985, Motorcycle Safety Foundation, Costa Mesa, California.

MOTORCYCLE ACCIDENT STATISTICS By STATE

Based on numerous and sometimes confusing criteria, the Motorcycle Safety Foundation, in cooperation with the American Motorcyclist Association, has compiled the following national and state motorcycle accident statistics for 1984.

In 1984 the number of reported motorcycle accidents increased 0.7% and fatalities increased 4.3% compared to 1983. Slight increases were also reported for the number of accidents and fatalities per 10,000 motorcycle registrations.

1984 MOTORCYCLE ACCIDENT STATISTICS

	Registrations	Reported Accidents	Accidents Per 10,000 Registrations	Fatalities	Fatalities Per 10,000 Registrations	Fatalities Per 100 Accidents
National						
1984	5,405,453	169,685	313.91	4,584	8.48	2.70
1983	5,484,552	168,439	307.12	4,396	8.02	2.61
State Data — 1984						
Alabama (1, 2, 10, 18, 23)	71,502	2,439	341.11	48	6.71	1.97
Alaska (1, 2, 12, 18, 23)	15,094	343	227.24	9	5.96	2.62
Arizona (12, 15, 23)	84,093*	4,505	535.72	119	14.15	2.64
Arkansas (4, 10, 18, 23)	28,119	747*	265.66	22	7.82	2.95
California (14, 15, 22)	695,251	28,444	409.12	866	12.46	3.04
Colorado (5, 14, 18, 23)	120,000*	3,464*	288.67	73	6.08	2.11
Connecticut (1, 13, 15, 20)	79,854	3,669	459.46	88	11.02	2.40
Delaware (5, 14, 18, 23)	8,573*	380*	443.25	14*	16.33	3.68
Dist. of Col. (5, 14, 18, 23)	5,599*	377*	673.33	3*	5.36	0.80
Florida (5, 14, 18, 23)	221,339	12,423	561.27	309	13.96	2.49
Georgia (10, 15, 20)	114,234	2,512	219.90	80	7.00	3.18
Hawaii (3, 11, 18, 20)	10,199	404	396.12	15	14.71	3.71
Idaho (1, 2, 10, 15, 20)	50,595	903	178.48	27	5.34	2.99
Illinois (1, 2, 4, 10, 15, 22)	309,807*	8,178	263.97	182	5.87	2.23
Indiana (1, 2, 9, 15, 19)	135,729	4,154	306.05	85	6.26	2.05
Iowa (2, 12, 18, 23)	183,687	2,589*	140.95	45	2.45	1.74
Kansas (1, 2, 11, 15, 23)	83,744	1,835	219.12	47	5.61	2.56
Kentucky (2, 9, 18, 23)	50,355	1,619	321.52	51	10.13	3.15
Louisiana (1, 2, 9, 16, 23)	104,000	2,947	283.37	68	6.54	2.31
Maine (1, 4, 11, 15, 19)	40,361	1,216	301.28	35	8.67	2.88
Maryland (14, 15, 22)	71,761	3,051	425.16	75	10.45	2.46
Massachusetts (12, 18, 23)	103,000	4,596*	446.21	83	8.06	1.81
Michigan (9, 15, 22)	200,609	3,400	169.48	140	6.98	4.12
Minnesota (4, 12, 15, 22)	153,851	2,768	179.91	63	4.09	2.28
Mississippi (5, 14, 18, 23)	26,116	769	294.46	40	15.32	5.20
Missouri (1, 4, 12, 15, 22)	111,106	2,603	234.28	75	6.75	2.88
Montana (10, 15, 22)	37,371*	525	140.48	27	7.22	5.14
Nebraska (2, 10, 15, 22)	46,532	1,274	273.79	26	5.59	2.04
Nevada (14, 15, 22)	20,780	639	307.51	16	7.70	2.50
New Hampshire (5, 14, 18, 23)	35,543	1,196	336.49	26	7.32	2.1[illegible]
New Jersey (5, 14, 18, 23)	115,303	4,631	401.64	57	4.94	1.[illegible]
New Mexico (5, 14, 18, 23)	56,148	2,289	407.67	50	8.91	2.18
New York (2, 12, 15, 22)	174,911	8,085	462.24	183	10.46	2.26
North Carolina (12, 16, 23)	67,615	2,957	437.33	99	14.64	3.35
North Dakota (4, 12, 15, 19)	31,480	386	122.62	7	2.22	1.81
Ohio (1, 2, 8, 15, 23)	280,297	7,649	272.89	206	7.35	2.69
Oklahoma (1, 14, 16, 23)	105,963	2,350	221.78	72	6.79	3.06
Oregon (1, 12, 15, 23)	78,166	1,461	186.91	67	8.57	4.59
Pennsylvania (1, 2, 14, 15, 23)	207,170	5,217	251.82	171	8.25	3.28
Rhode Island (2, 11, 16, 22)	27,907	264	94.60	7	2.51	2.65
South Carolina (5, 14, 18, 23)	37,119	2,593	698.56	92	24.79	3.55
South Dakota (1, 12, 18, 23)	38,956	559	143.50	10	2.57	1.79
Tennessee (9, 18, 23)	100,879	3,052	302.54	110	10.90	3.60
Texas (1, 2, 3, 4, 10, 15, 22)	306,578	11,365	370.71	370	12.07	3.26
Utah (5, 14, 18, 23)	67,603*	1,393	206.06	38*	5.62	2.73
Vermont (5, 14, 18, 23)	25,724*	459*	178.43	10	3.89	2.18
Virginia (1, 12, 15, 22)	81,825	2,808	343.17	63	7.70	2.24
Washington (11, 15, 23)	136,679*	3,477	254.39	75	5.49	2.16
West Virginia (2, 10, 15, 19)	33,432	280	83.75	28	8.38	10.00
Wisconsin (1, 2, 18, 23)	190,612	4,085	214.31	98	5.14	2.40
Wyoming (2, 12, 15, 20)	22,282	356	159.77	14	6.28	3.93

* — Estimated

Footnotes

Registrations:
1. Includes motorbikes (UVC motor driven cycles less than 5 BHP)
2. Includes mopeds and other motorized bicycles of 50 cc or less
3. Includes scooters
4. Other
5. Description not available

Accidents–Damage Threshold:
6. $0-$25-$50 property damage threshold
7. $100 property damage threshold
8. $150 property damage threshold
9. $200 property damage threshold
10. $250 property damage threshold
11. $300 property damage threshold
12. $400-$500 property damage threshold
13. $600 property damage threshold
14. No property damage figure specified/ available

Accident–Description:
15. Accident listed as "property damage, personal injury or fatality"
16. Accident listed as "any reported motorcycle accident"
17. Only records accidents investigated by State Highway Patrol
18. Other/Not available

Fatalities:
19. Number of fatal accidents in which a motorcycle was involved
20. Number of motorcyclists and passengers fatally injured in a motorcycle accident
21. Motorcycle operators only
22. Number of motorcyclists, passengers, and others (such as pedestrians) fatally injured in a motorcycle accident
23. Description not available

Source: Cycle Safety Info, Motorcycle Safety Foundation, Costa Mesa, California, 1985. Compiled by Motorcycle Safety Foundation and American Motorcyclist Association.

STATE MOTORCYCLE EQUIPMENT REQUIREMENTS

Each state governs the operation, registration, and licensing of motor vehicles. In general, motorcycles registered for use on public highways are required to meet the equipment requirements in the state in which they are registered. This is in addition to compliance with Federal Motor Vehicle Safety Standards which is required by the motorcycle manufacturers.

The most current state equipment requirements, as of June 1985, are listed below.

STATE MOTORCYCLE EQUIPMENT REQUIREMENTS, JUNE, 1985

STATE	SAFETY HELMET	EYE PROTECTION	REARVIEW MIRROR	BRAKES	HANDLEBAR HEIGHT	PASSENGER SEAT*	PASSENGER FOOTRESTS*	PASSENGER HANDHOLD*	HEADPHONES PROHIBITED	TURN SIGNALS	SPEEDOMETER/ ODOMETER	HEADLIGHT DAYTIME USE	PERIODIC INSPECTION
Alabama	●		●	●-13	●-17	●	●						
Alaska	●-5	●-k	●-11	●-13	●-17	●	●	●	●				
Arizona	●-4	●-j	●	●-12	●-17	●	●	●					●-23
Arkansas	●	●	●	●-12		●	●	●				●	●
California	●-9		●	●-13	●-19	●	●		●-n	●-b		●-i	●-25
Colorado		●	●	●-12		●	●						●-25
Connecticut		●-j	●	●-13, g	●-17	●	●					●-e	●-25
Delaware	●-1, 7	●	●	●-12	●-17	●	●			●			●
Dist. of Col.	●	●-j	●	●-13	●-17	●	●	●			●-20		●
Florida	●	●	●	●-13	●-17	●	●		●			●	
Georgia	●	●-j	●	●-12	●-17	●	●		●			●	
Hawaii	●-1, 4	●-j	●	●-12	●-17	●	●						●
Idaho	●-4			●-12		●	●						
Illinois		●	●	●-12	●-17	●	●-o	●-p	●			●	
Indiana	●-4	●-4		●-13	●-17	●	●					●	
Iowa			●	●-12	●-17	●	●				●	●-h	
Kansas	●-4	●-j	●	●	●-19	●	●			●-b		●-q	●-25
Kentucky	●	●	●	●-12		●	●						
Louisiana	●	●-j	●-10	●-12	●-17	●	●						●
Maine	●-3		●	●-12	●-19	●	●					●	●
Maryland	●-1, 4	●-j	●-11	●-12	●-17	●	●	●-#	●-n		●-#		●-24
Massachusetts	●	●-j	●	●-13	●-17	●	●		●				●
Michigan	●	●-2, j	●	●-13	●-17	●							●-25
Minnesota	●-4	●-j	●	●-12	●-19	●	●		●-n			●	●-25
Mississippi	●		●	●-12	●-14, #	●					●-20, #		●
Missouri	●			●-12	●-17, #								●
Montana	●-4		●	●-13		●	●					●	
Nebraska				●-12	●-16	●	●						
Nevada	●	●-j	●-11	●-13	●-17	●	●			●			
New Hampshire	●-4	●-j	●	●-12	●-17	●	●	●-#		●	●-#		●
New Jersey	●-1	●-j	●	●-12	●-19	●	●						●
New Mexico	●-1, 4	●-j	●	●-13	●-17	●	●						●-25
New York	●-1	●	●	●-13	●-17	●			●-n	●-a	●-21, f	●	●
No. Carolina	●		●	●-12		●	●					●	●
No. Dakota	●-1, 4		●	●-13	●-17	●	●				●		
Ohio	●-4, 8	●-j	●	●-12	●-17	●	●						●-25
Oklahoma	●-4	●-j	●-11	●-13	●-15	●	●				●-20		●
Oregon	●-4		●	●-12	●-19	●	●			●-b		●	●-25
Pennsylvania	●	●	●-d, #	●-13	●-19	●	●	●			●-#		●
Rhode Island		●	●	●-12	●-17	●	●	●	●		●-20, a		●
So. Carolina	●-1,	●-6, j	●	●-13	●-17	●	●					●	●
So. Dakota	●-4	●-j	●	●-12	●-17	●	●						
Tennessee	●	●-j	●	●-12	●-17	●	●					●	
Texas	●-1, 4		●	●-13		●							●
Utah	●-4		●	●-12	●-14	●	●				●-22		●
Vermont	●-1	●-j	●	●	●-17	●	●						●
Virginia	●	●-j	●	●-13, c	●-17	●	●		●				●
Washington		●-j	●-11	●-13, a	●-17	●	●		●			●	●-25
W. Virginia	●-1	●	●	●-12	●-17	●	●					●	●
Wisconsin	●-4, m	●-k	●	●-12	●-18	●	●				●	●	●-25
Wyoming	●-4		●	●-12	●-17	●	●					●	

● Requirement in law
* If carrying a passenger

1. Reflectorization
2. Where speeds exceed 35 mph
3. Under 15 years, with learner's permit, or for 1 year after obtaining license
4. Under 18 years
5. Under 19 years
6. Under 21 years
7. Possession by all, wear under 19 years & by instruction permit holders
8. Novice license holders
9. Under 15½ years
10. Left side
11. Left and right side
12. One wheel
13. Both wheels
14. Maximum of 10" above fasten point
15. Maximum of 12" above fasten point
16. Maximum of 15" above fasten point
17. Maximum of 15" above seat
18. Maximum of 30" above seat
19. Handgrips below shoulder height
20. Speedometer
21. Speedometer with both mile and kilometer calibrations
22. Odometer
23. Annual emissions inspection
24. Upon transfer of title
25. Random
a. If originally equipped by manufacturer
b. For motorcycle manufactured after 1/1/73
c. For motorcycle manufactured after 7/1/74
d. For motorcycle manufactured after 4/1/77
e. For motorcycle manufactured after 1/1/80
f. For motorcycle manufactured after 9/1/80
g. For 1974 or later model year motorcycle
h. For 1977 or later model year motorcycle
i. Manufacturer requirement for motorcycle manufactured after 1/1/78
j. Except if equipped with windscreen
k. Except if equipped with windscreen 15" or higher
l. Instructional permit holders
m. Prohibited in both ears simultaneously
n. Must be adjustable
o. Must be attached to seat or saddle
p. For motorcycle manufactured after 1/1/78
q. In rider's possession

Required by inspection regulations

Many state inspection regulations require that any equipment installed on a motorcycle must function properly even though the equipment is not required by law.

Although this chart represents information from the most authoritative sources available as of the date shown above, the Motorcycle Industry Council is not responsible for accuracy or completeness.

Information concerning equipment requirements in Canada can be obtained from the Motorcycle & Moped Industry Council (MMIC) at 45 Richmond St., West Suite 204, Toronto, Ontario, Canada M5H 1Z2; (416) 869-3748.

Source: Motorcycle Industry Council, Costa Mesa, California.

STATE OFF-HIGHWAY MOTORCYCLE REQUIREMENTS

Off-highway motorcycles are subject to a wide variety of regulations for use in nearly every state. Individual states may have a vehicle registration program, an operator license requirement or specific equipment requirements. Several states are also developing a special off-highway fund through the registration program or gasoline tax rebates based on the amount of fuel used off-highway. This money is then used for the acquisition, development or maintenance of off-highway vehicle use facilities.

The chart below summarizes the requirements of each state for vehicles and operators as of June, 1985.

STATE OFF-HIGHWAY MOTORCYCLE REQUIREMENTS, JUNE, 1985

STATE	OFF-HIGHWAY REGISTRATION	VEHICLE TITLE	OPERATOR LICENSE	MINIMUM AGE TO OPERATE	OFF-HIGHWAY EQUIPMENT REQUIREMENTS: LIGHTING	BRAKES	MUFFLER	SPARK ARRESTOR	OTHER	RIDER EDUCATION	STATE OHV FUNDING	OHV ADVISORY COUNCIL	STATE OHV AREAS	TOTAL MOTORCYCLES USED OFF-HIGHWAY AT SOME TIME
Alabama		7					●-D						Yes	85,100
Alaska		7					●-D						Yes	33,600
Arizona		●					●-C						Yes	73,400
Arkansas		7										Yes		85,400
California	●-1A	●			●-17	●	●-19C	●-20		30	●-26	Yes	Yes	457,100
Colorado		8					●19-C						Yes	63,700
Connecticut	●-3	7			●	●	●						Yes	29,100
Delaware	●-4A	8		●-11	●-17	●	●-19C	●	●-21	30	●-25			6,600
Dist. of Col.		●												300
Florida	●-5BE	●					●-D		●-21D				Yes	138,200
Georgia		8				●	●							94,600
Hawaii													Yes	—
Idaho	●-5A	8					●-19			30	●-26	Yes	Yes	44,500
Illinois		7												116,200
Indiana	●-4BE	●-9		●-12	●	●-18	●				●-25			86,100
Iowa		8					●-D						Yes	66,200
Kansas		7												44,500
Kentucky		7												49,700
Louisiana		●												119,900
Maine		●-10							●-29					27,000
Maryland	●-5BD	7	●-2D	●-15	●-17D	●-D	●-19D				●-25		Yes	36,100
Massachusetts	●-5B	7		●-12	●	●	●-19	●	●-21				Yes	41,300
Michigan	●-6A	8		●-13	●-17	●-18	●-19C	●		30	●-25	Yes	Yes	148,400
Minnesota		●-9											Yes	100,900
Mississippi		●-9											Yes	65,000
Missouri		●					●-D	●-D					Yes	79,400
Montana		8												34,600
Nebraska		8											Yes	40,000
Nevada		●-9						●-E						20,900
New Hampshire	●-4B	8		●-11	●	●-18	●-19	●		30,31	●-27	Yes		22,000
New Jersey		8												56,400
New Mexico	●-5A	●											Yes	31,400
New York	7	8												139,500
No. Carolina		8										Yes	Yes	76,100
No. Dakota		8					●-19D						Yes	24,900
Ohio	●-5A	8	●-E	●-14	●-17	●	●				●-25		Yes	132,500
Oklahoma		8			●-D		●-D	●-D	●-21D			Yes	Yes	85,300
Oregon		7			●-17	●	●-19	●					Yes	72,800
Pennsylvania		8					●-D	●-20D					Yes	144,500
Rhode Island	●-5B	●		●-15	●-17	●	●-19		●-23				Yes	8,100
So. Carolina		●-9			●-D	●-D	●-D	●-D					Yes	35,000
So. Dakota		●-9					●							22,200
Tennessee		●					●-D	●-D					Yes	101,800
Texas		●					●-D	●-20D	●-21D				Yes	266,600
Utah	●-4B	8		●-16	●-17	●	●-19C		●-24	30	●-25	Yes	Yes	72,500
Vermont		8												11,300
Virginia		8					●							64,300
Washington	●-4A	8			●-17	●	●-19	●		30	●-26	Yes	Yes	105,600
W. Virginia		7												43,200
Wisconsin		8									●-28	Yes	Yes	91,000
Wyoming		8												20,200
U.S. Total														3,815,000

● Requirement in Law

1. Except street registered OHMs; identification sticker required to transport competition OHM
2. Unless supervised
3. Not implemented for OHMs
4. Except street registered OHMs; or OHMs in races
5. Except street registered OHMs
6. Except OHMs in races
7. At owner's option
8. Not issued for OHMs
9. Required only if twin exists
10. Not issued for OHMs under 300 cc. Optional for others
11. 12 unless supervised
12. 14 unless supervised
13. 16 unless supervised or 12 with OHV safety certificate
14. 16 unless supervised. Minimum 12 in state OHV areas
15. Minimum 12/16 unless supervised in state OHV areas
16. 16 unless supervised
17. Night operation only
18. Specific performance requirements
19. Decibel sound limit specified
20. Approved by U. S. Forest Service
21. Approved helmet
22. Approved helmet if under 16
23. 16 sq. in. reflective material each side of OH
Approved helmet in OHV areas.
24. Approved helmet in competitive events
25. Registration and other fees
26. Fees and gasoline tax allocation
27. Registration and other fees. Gas tax refund off highway users.
28. Special appropriations
29. Approved helmet if under 15
30. Safety education & info program available
31. Required for ages 12-16 to cross highway

A. By Motor Vehicle Registration Agency
B. By Recreation Management Agency
C. Except in authorized competative events.
D. Administrative regulation. Applies only in state OHV areas.
E. Applies only in state OHV areas.

OHM SOUND LEVEL LIMITS

		TEST PROCEDURE
CA	Manufactured before 1973 92 dBA, 73-74 86 dBA, 75 and after 86 dBA.	a
CO	Manufactured 1971-72 86 dBA, 73 and after 84 dBA, different local limits also permitted.	a
DE	Manufactured 1978 and after 86 dBA or EPA limit.	b
ID	92 dBA	c
MD	Manufactured after 6/78 86 dBA, 75 and after 84 dBA.	a
MA	103 dBA	d
MI	Manufactured before 1973 90 dBA, 73-74 88 dBA, 75 and after 86 dBA or EPA limits.	a
NH	Manufactured 1973-74 88 dBA, 75 and after 86 dBA.	
ND	86 dBA.	e

		TEST PROCEDURE
OR	In use. Model year 1975 and before 102 dBA, 75 and after 99 dBA. Certification 1977-82 models 81 dBA, 83-87 78 dBA. 87 and after 75 dBA. Racing 106 dBA.	6A,d
RI	Manufactured after 5/77 82 dBA, after 5/74 73 dBA.	e
UT	92 dBA	b
WA	86 dBA or 106 dBA	a, d

TEST PROCEDURE

a. Acceleration test 50 feet incorporating SAE J331a or similar test method.
b. Passby test 50 feet.
c. Passby test 20 feet.
d. Stationary test 20 inches.
e. Measured at 50 feet. Test procedure not prescribed.

Although this chart represents information from the most authoritative sources available as of the date shown above, the Motorcycle Industry Council is not responsible for accuracy or completeness.

Source: Motorcycle Industry Council, Inc., Costa Mesa, California.

Photo Courtesy of American Honda Motor Company

THE MOTORCYCLE OWNER

NUMBER OF OWNERS AND RIDERS, OWNER'S SEX, MARITAL STATUS, AGE, EDUCATION

It is estimated that the 7.05 million motorcycles and ATV's in use were owned by 6.5 million owners and ridden by 10.6 million people.

1985 consumer research indicates that 90% of the owners were male and 10% were female. The average owner age was 30 in 1985 compared to 27 in 1980. Owners were evenly divided between being single and married in 1985. High school was the highest level of education attended by about half (52%) of the owners, and almost two fifths (38%) had achieved some college or post graduate education in 1985.

MOTORCYCLE OWNER PROFILE: NUMBER OF OWNERS AND RIDERS, SEX, MARITAL STATUS, AGE, EDUCATION

6,492,000 Estimated Motorcycle Owners in 1984
10,575,000 Estimated Motorcycle Riders in 1984

Sex	% of Total Owners*	
	'85	'80
Male	89.8%	92.1%
Female	10.2%	7.9%

Marital Status	% of Total Owners*	
	'85	'80
Single	48.7%	51.7%
Married	48.7%	44.3%
Other/Not Stated	2.6%	4.0%

Age	% of Total Owners*	
	'85	'80
Under 18	16.2%	24.6%
18-24	20.0%	24.3%
25-29	19.7%	14.2%
30-34	12.3%	10.2%
35-39	10.2%	8.8%
40-49	12.3%	9.4%
50 and over	7.1%	5.7%
Not stated	2.2%	2.8%
Mean Age	29.6 yrs.	26.9 yrs.

Highest Level of Education	% of Total Owners*	
	'85	'80
Grade School	8.6%	13.5%
Attended High School	13.8%	18.9%
Graduated High School	37.7%	34.6%
Attended College	21.9%	17.6%
College Graduate	11.4%	9.2%
Post Graduate	4.4%	3.1%
Not Stated	2.2%	3.1%

*Owner defined as the primary rider.

Source: 1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.
1985 Survey of Motorcycle Ownership and Usage, Preliminary Six Months Results, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, September 1985.

OWNER OCCUPATION, INCOME, CURRENT AND PREVIOUS MOTORCYCLE OWNERSHIP

Of the owners employed in 1985, 22% were laborers or semi-skilled laborers, 16% were mechanics or craftsmen, and another 16% held professional or technical positions.

In 1985 about 29% of all owners were students, compared with 27% in 1980.

Of the owners indicating their household income for the prior year, the average income for 1984 was $22,500 compared to $17,500 for 1979.

The average motorcycle owner has been regularly riding for eight years and has owned three motorcycles.

MOTORCYCLE OWNER PROFILE: OCCUPATION, INCOME, MOTORCYCLE OWNERSHIP

Occupation of Owner	% of Total Owners*	
	'85	'80
Laborer/Semi-Skilled	22.2%	20.7%
Mechanic/Craftsman	16.4%	23.3%
Professional/Technical	15.8%	18.8%
Manager/Proprietor	7.4%	8.6%
Clerical/Sales	7.0%	9.3%
Service Worker	5.8%	7.1%
Farmer/Farm Laborer	5.6%	4.6%
Military	1.1%	1.9%
Other	9.1%	0.0%
Not Stated	9.6%	5.7%

Household Income for Prior Year	% of Total Owners*	
	'85	'80
Under $10,000	11.9%	9.1%
$10,000-$14,999	9.4%	13.0%
$15,000-$19,999	12.5%	13.9%
$20,000-$24,999	8.2%	12.9%
$25,000-$34,999	16.4%	12.5%
$35,000-$49,999	13.1%	5.9%
$50,000 and over	6.4%	2.4%
Don't Know	22.1%	30.3%
Median	$22,500	$17,500

Years Regularly Riding Motorcycles	% of Total Owners*	
	'85	'80
1-2	15.5%	21.1%
3-5	24.1%	27.6%
6-10	26.8%	29.8%
Over 10	34.9%	18.6%
Not Stated	1.7%	2.9%
Median (yrs.)	8.0	6.0

Total Motorcycles Ever Owned	% of Total Owners*	
	'85	'80
1	22.3%	25.6%
2	20.6%	21.4%
3-4	27.9%	26.5%
5-9	18.2%	16.0%
10 or more	9.8%	7.6%
Not Stated	1.2%	2.9%
Median (cycles)	3.0	3.0

*Owner defined as the primary rider.

Source: 1980 Survey of Motorcycle Ownership and Usage, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, April 1981.
1985 Survey of Motorcycle Ownership and Usage, Preliminary Six Months Results, conducted for the Motorcycle Industry Council by Burke Marketing Research, Inc., Cincinnati, Ohio, September 1985.

OTHER NATIONAL MOTORCYCLE ORGANIZATIONS

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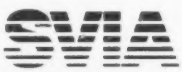
Westerville, Ohio 43081-6114
(614) 891-2425
Membership Information 1-800-AMA-JOIN

The American Motorcyclist Association, founded in 1924, is a voluntary membership organization for individuals who own and ride motorcycles. With a membership of over 135,000, the AMA has approximately 1,200 chartered clubs throughout the nation. The AMA sanctions over 5,000 amateur and professional events per year for the off-road and road riding enthusiast. The AMA also sponsors programs and contests to encourage involvement by motorcyclists in charitable work and community service. The AMA works with various government agencies and private organizations to promote and protect the interest of the American motorcyclist.

MOTORCYCLE SAFETY FOUNDATION

National Headquarters
3151 Airway Avenue
Building K-200
Costa Mesa, California 92626
(714) 241-9922

The Motorcycle Safety Foundation (MSF) was organized in 1973 to promote the safe use of motorcycles on the nation's public streets and highways. The MSF cooperates with the National Highway Traffic Safety Administration, state governments and other safety organizations to develop programs and materials to upgrade motorcycle operator education, and motorcycle testing and licensing procedures. Over 3,600 MSF Certified Instructors teach rider education at 500 permanent sites. Locations are available by calling 1-800-447-4700. The MSF has developed numerous publications, research studies and films on cycle safety and maintains contact with the media to increase motorcycle safety awareness.



SPECIALTY VEHICLE INSTITUTE OF AMERICA

3151 Airway Avenue
Building K-107
Costa Mesa, California 92626
(714) 241-9256

The Specialty Vehicle Institute of America was formed in 1983 to foster and promote safe and responsible use of specialty vehicles manufactured or distributed in the United States. The SVIA has developed and implemented a national ATV rider safety training program and offers an extensive array of safety publications to promote the responsible growth of the ATV market. Information on the ATV Rider Course is available by calling 1-800-447-4700.

Safety Helmet Council of America
9841 Airport Blvd., Suite 710
Los Angeles, California 90045
(213) 642-7422

American All-Terrain Vehicle Association
P.O. Box 1522
Westerville, Ohio 43081
(614) 891-3290

Motorcycle Aftermarket Distributors Association
555 Pier Avenue, Suite 6
Hermosa Beach, California 90254
(213) 372-2005

MOTORCYCLE DEALERS ASSOCIATIONS

National Motorcycle Retailers Assn.
1522 K Street, N.W., Suite 704
Washington, D.C. 20005
(202) 682-1559

Independent Motorcycle Retailers of America
4017 N. Mozart Street
Chicago, Illinois 60618
(312) 477-9504

ALABAMA
James O. Yeaman
Alabama Motorcycle Dealers Assn.
P.O. Box 4599
Montgomery, AL 36103-4599
(205) 834-2001

ARIZONA
Bick Quayle
c/o Arizona Honda
Arizona Motorcycle Dealers Assn.
2114 S. Alvernon Way
Tucson, AZ 85711
(602) 748-7202

ARKANSAS
John B. Plegge
Arkansas Motorcycle Dealers Assn.
1004 Pyramid Place
Little Rock, AR 72201
(501) 374-5612

CALIFORNIA
Hy Weitzman
California Motorcycle Dealers Assn.
3972 North Waterman, Suite 103
San Bernardino, CA 92404
(714) 883-8701

COLORADO
Al Hein
Colorado Motorcycle Dealers Assn.
1140 South Reed Street, Suite C
Lakewood, CO 80226
(303) 935-9051

CONNECTICUT
Richard Hall
c/o Cycle Ranch
Connecticut Motorcycle Dealers Assn.
37 Lake Avenue Exit
Danbury, CT 06810
(203) 288-8000

DELAWARE
Peggy Kerr
Delaware Motorcycle Dealers Assn.
1027 N. State Street
Dover, DE 19901
(302) 678-1052

FLORIDA
Bob Harris
Florida Motorcycle Dealers Assn.
Post Office Box 10296
Tallahassee, FL 32302
(904) 386-6000

GEORGIA
S. Bashinski
Georgia Motorcycle Dealers Assn.
3009 Rainbow Drive, Suite 123
Decatur, GA 30034
(404) 241-4095

HAWAII
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Motorcycle Industry Council of Hawaii
818 Iwilei Road
Honolulu, HI 96817
(808) 536-7023

IDAHO
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Boise, ID 83703
(208) 345-6811

ILLINOIS
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Illinois Motorcycle Dealers Assn.
2000 A East Cornell
Springfield, IL 62703
(217) 753-8866

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Motorcycle Dealers Assn. of Indiana
150 W. Market Street, Suite 812
Indianapolis, IN 46204
(317) 635-1441

IOWA
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Iowa Motorcycle Dealers Assn.
550 11th Street, Suite 204
Des Moines, IA 50309
(515) 243-1331

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Kansas Motorcycle Industry Council
P.O. Box 1222
Salina, KS 67402-1222
(913) 827-6743

KENTUCKY
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Kentucky Motorcycle Dealers Assn.
1140 West Fern Valley Road
Louisville, KY 40219
(502) 968-0162
(502) 968-0173

LOUISIANA
William J. Young
Louisiana Motorcycle Dealers Assn.
P.O. Box 1240
Crowley, LA 70527
(318) 788-1818

MAINE
Calvin Reynolds
Maine Motorcycle Dealers Assn.
Rt. 3, Box 257
Gorham, ME 04038
(207) 929-6641

MARYLAND
Howard A. Triplett
Maryland Motorcycle Dealers Assn.
4121 Primrose Avenue
Baltimore, MD 21215
(301) 764-3294

MASSACHUSETTS
Bill Fuller
Massachusetts Motorcycle Dealers Assn.
168 Main Street
Hudson, MA 01749
(617) 562-9361

MICHIGAN
Don Craig
Michigan Motorcycle Dealers Assn.
2423 Newport Drive
Lansing, MI 48906
(517) 321-4351

MINNESOTA
Jim Provinzino
Minnesota Motorcycle Dealers Assn.
6304 Highway 10 NW
Anoka, MN 55303
(612) 427-2498

MISSISSIPPI
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P.O. Box 6483
Jackson, MS 39212
(601) 372-0021

MISSOURI
Jim Moon
Missouri Motorcycle Dealers Assn.
3131 South Campbell
Springfield, MO 65807
(417) 883-3632

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Montana Motorcycle Dealers Assn.
Star Route
Conrad, MT 59425
(406) 278-5255

NEBRASKA
Jerry Biskup
Nebraska Motorcycle Dealers Assn.
2400 N Street
Lincoln, NE 68510
(402) 476-8888

NEVADA
Fredric Harrell
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Las Vegas, NV 89126
(702) 870-6121

NEW HAMPSHIRE
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New Hampshire Motorcycle Dealers Assn.
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Allenstown, NH 03275
(603) 485-9316

NEW JERSEY
Ms. Fern McNerney
New Jersey Motorcycle Dealers Assn.
66 Morris Avenue
Springfield, NJ 07081
(201) 379-1100

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Charmaine Crawford
New Mexico Motorcycle Dealers Assn.
1229 Paseo de Peralta
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(505) 988-9615

NEW YORK
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New York Motorcycle Dealers Assn.
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(518) 449-8786

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4503 Chapel Hill Blvd.
Durham, NC 27707
(919) 489-7478

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Mandan, ND 58554
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Oklahoma Motorcycle Dealers Assn.
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Tulsa, OK 74112
(918) 836-3544

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Oregon Motorcycle Dealers Assn.
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Milwaukie, OR 97222
(503) 653-9660

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Pennsylvania Motorcycle Dealers Assn.
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Montgomeryville, PA 18936
(215) 699-7511

RHODE ISLAND
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Columbia, SC 29205
(803) 787-6777

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Bill Gikling
South Dakota Motorcycle Dealers Assn.
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Rapid City, SD 57701
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Austin, TX 78701
(512) 479-0425

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3909 Highland Drive
Salt Lake City, UT 84124
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Virginia Motorcycle Dealers Assn.
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Richmond, VA 23235
(804) 379-2099

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Washington State Motorcycle Dealers Assn.
405 West Stewart
Puyallup, WA 98371
(206) 848-4501

WEST VIRGINIA
Larry Young
West Virginia Motorcycle Dealers Assn.
P.O. Box 3069
Charleston, WV 25311
(304) 343-4431

WISCONSIN
Jim Baxter
Wisconsin Motorcycle Dealers Assn.
6678 Pertzborn Road
Dane, WI 53529
(608) 849-4054

WYOMING
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Wyoming Motorcycle Dealers Assn.
1115 South Greeley Highway
Cheyenne, WY 82007
(307) 638-8307

While this information is thought to be the most accurate available at the date of publication, the Motorcycle Industry Council assumes no responsibility for accuracy or completeness.

Additions and corrections are solicited for future publications.

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